

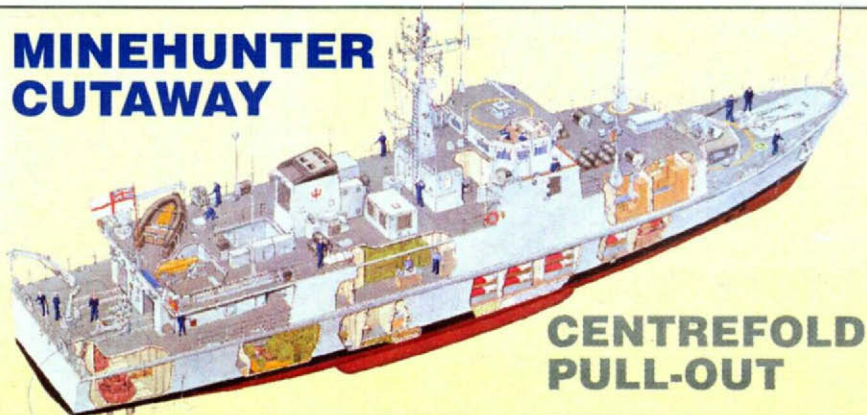
# Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER

FEBRUARY 1999

80p

## MINEHUNTER CUTAWAY



CENTREFOLD PULL-OUT

## IS THIS NELSON'S SPITTING IMAGE?

pages 20-21



## WIN OUR LUXURY HOLIDAY FOR TWO

page 26

# Sea Harriers poised for action

## Invincible set for new Gulf encounter

A ROYAL Navy task group is approaching the Gulf on a mission to keep the pressure on Iraqi dictator Saddam Hussein.

The group – aircraft carrier HMS Invincible, destroyer HMS Newcastle and RFA supply ship Fort Austin – should be in position shortly after Navy News goes to print, where they will join frigates HM ships Boxer and Cumberland and RFA tanker Brambleleaf.

RFA Bayleaf, another tanker, sailed with the group from the UK as far as the eastern Mediterranean.

Once in the Gulf Invincible's

■ Turn to back page

● HMS INVINCIBLE and the Type 42 destroyer HMS Newcastle leave Portsmouth at the start of the carrier's second deployment to the Gulf within 12 months.

Picture: LA(PHOT) Wolfie Wilkinson



# LAUNDRY CASH CLEAN-UP

Ratings win up to £200 in back tax

A DEAL WITH the taxman on laundry allowance will mean that sailors and marines will soon get a pay-out of up to £200.

The decision follows the Navy's year-long negotiations with the Inland Revenue which have established the principal of tax relief on laundry charges for uniform clothing.

The measure has been backdated to April 1992, which means that those who have served continuously since that date are due tax relief on a total of £920. That produces a rebate of about £200 in tax credit. It is hoped that it will be in next month's pay packet.

Those who have served fewer than six to seven years will get proportionately less, the relief being calculated at £120 for each of the first three years, and £140 each for the rest – producing a current tax credit of about £30 a year.

Also entitled to relief are ex-Naval ratings who served from April 1992. No one, serving or ex-serving, will need to take any action to secure the relief as the

Navy has supplied all necessary information to the Inland Revenue.

Officers, who already have a uniform relief allowance which covers laundering, will not receive the concession.

To produce a fair and practical solution, the relief has been calculated at a flat rate which takes into account various uniforms, in both temperate and cold climates, throughout a person's career.

A total of about 36,000 people will get some degree of tax relief,

although the change in the tax codes of ex-serving personnel will take longer.

A spokesman for the Directorate of Naval Service Conditions (Pay), who negotiated the deal, said the agreement was reached on the understanding that uniform is worn exclusively in the performance of duty.

He said: "In negotiations we accepted that socks can be worn off-duty, and they were the only uniform item to be excluded in an item-by-item costing."

## Millennium bug 'most important challenge'

THE MILLENNIUM bug affecting computer date change is the Navy's most important challenge outside immediate operations, such as Operation Desert Fox in the Gulf.

Defence Procurement Minister Lord Gilbert warns that the Ministry of Defence has around 30,000 computer systems that use date and time – and about half of them have so far been found to be at risk from the bug.

About 2,000 systems are

critical to military operations and essential MOD business. To date work is finished on making safe over half of these and the rest should be completed this year.

But, warns Lord Gilbert, there is no room for complacency. "Slippage in the programme could affect our ability safely to mount and support military operations, including those in support of the civil authorities."

■ See page 18.



# Sutherland acts as sea rescue stepping-stone

FALKLANDS guardship HMS Sutherland was used as a staging post to increase the reach of an RAF Sea King helicopter on a long-range rescue mission.

## SD officer title to be replaced

RATINGS over the age of 26 in line for a commission will in future be known as Senior Upper Yardmen, rather than Special Duties (SD) candidates.

The change comes with the introduction of the three tier commission structure for officers and the end of the Special Duties List – for ratings promoted to commissioned officer.

In the Royal Marines, other ranks over 26 seeking a commission will be known as Senior Corps Commission candidates.

Younger ratings who apply for a commission will retain the present titles of Upper Yardmen candidates (Corps Commission candidates in the Royal Marines).

The title changes come into effect on April 1. Details are contained in RN Defence Council Instruction 203/98.

## Duke of York promoted

LT CDR the Duke of York will be promoted to commander to work within the Diplomacy Section of the Ministry of Defence's Naval Staff. He takes up his appointment on April 27.

He will play a leading role in the Navy's international relations, including the planning and administration of all aspects of bilateral Naval staff talks, and other liaison duties in Britain and abroad.

At present, Prince Andrew's job in the Directorate of Naval Operations in MOD Main Building makes him responsible for the operational effectiveness of frigate and destroyer aviation.

## Mayor's bin to Gloucester

A VIP gift to HMS Gloucester will help to keep the destroyer shipshape: Cllr Jan Lugg, Mayor of the warship's affiliated city of Gloucester, handed over two wheeled bins when she visited.

The bins are intended to help out the ship with her rubbish while at sea. The Mayor was given a guided tour of HMS Gloucester berthed at Portsmouth, and was accompanied by other city dignitaries.

Gloucester has been updated in a six-month refit and was completing trials as Navy News went to press. She is due to visit the city of Gloucester in the spring.

## Tamar bell for sale

THE SHIP's bell of the former Hong Kong establishment HMS Tamar is among a sale of the Navy's surplus memorabilia at auction on January 27.

The sale, at Phillips Auctioneers, London, comprises 22 ships' bells – half of them unmarked – and 15 ships' honour boards. Most of the items date from the 1960s and 1970s and include the honour board of the cruiser HMS Tiger, as well as several from Leander-class frigates.

The operation was mounted when the Spanish trawler Villa de Mogor reported two crewmen seriously injured after they received freon gas burns from a blown filter in a fridge compressor. The vessel was about 300 miles north of the islands.

HMS Sutherland was despatched by Commander British Forces Falkland Islands and made ready her medical facilities if they should have been needed. Meanwhile, the Sea King from RAF Mount Pleasant set off on a round trip of 600 miles, an RAF Hercules providing cover.

As the frigate headed north the helicopter landed on to refuel before continuing towards the trawler. Once on the scene the aircraft winched up the injured men and returned, again refuelling in Sutherland, to take the casualties to King Edward VII Hospital in Stanley.

They later recovered sufficiently to be discharged.

# LONDON'S LAST BOW

FOR THE LAST time HMS London arrives in the City – for a farewell visit before being paid off for disposal. The Type 21 frigate, whose 12-year service included the role of British flagship in the Gulf War, berthed alongside HMS Belfast for her week-long visit in January.

Her Commanding Officer, Cdr Tom McBarnet, said: "We have enjoyed a very active and positive affiliation with the City and I am very sad that these links are drawing to a close."

"Although it will be a poignant time for us all, I am heartened that this final visit will be a fitting

farewell to a fine ship."

While in the capital, about 100 of the ship's company attended a reception held by the Lord Mayor at the Guildhall, and a party of sailors called at St Bartholomew's Hospital children's ward, HMS London's main affiliated charity.

When the ship returned to her Devonport base on January 22 she wore a 500ft long decommissioning pennant, the end of her service coming as part of the savings measures announced in last year's Strategic Defence Review.

Picture: PO(PHOT) Jan Brayley



## New BAe to be formed by Marconi merger

# BIG STEP IN DEFENCE INDUSTRY SHAKE-UP

IN ONE of the most significant merger plans in the European defence industry in recent years, British Aerospace will combine with Marconi Electronic Systems.

The merger has been agreed by Sea Harrier makers BAe and GEC – Marconi's parent company – to form New BAe in a £7.7 billion deal. Transactions will be completed at the end of 2002.

The new company is seen as a powerful and competitive business with leading positions in the global aerospace and defence markets. It is

expected to consolidate BAe's position as a world-class company in the field.

GEC will be reborn with the aim of concentrating on its growing communications and technological business.

The move will allow two of Britain's principal exporters to pursue a unified approach in overseas markets, enhancing BAe's export opportunities.

Sir Richard Evans, Chairman of BAe, said: "This merger represents an important step in the restructuring of the aerospace and defence industry in Europe."

"The combination of these businesses creates

a company with unrivalled global reach, world leading technologies and the strength to compete at all levels in the world markets."

The companies have said that the deal will not result in substantial job losses or site closures.

In the Portsmouth area Marconi employ about 4,000 people in their Underwater Division in which the Navy's Stingray, Spearfish and Tigerfish guided torpedoes are produced.

A spokesman for the company told Navy News that no job losses were anticipated there as a result of the merger. "There is not much overlap between ourselves and BAe," he said.

## Navy side victors in car show spectacle

A NAVAL team of mechanics has won a novel race against Army and RAF rivals at the Autosport Motor Racing Car Show.

The teams at the NEC Birmingham were taking part in the Mechanics Challenge, involving the dismantling of a specially designed racing buggy, moving it through an obstacle course, reassembling it and driving it away.

Following only one day of intensive training and three days of competition the eight-strong Naval team walked away with the trophy. Led by Lt Steve Shuttleworth, the members were drawn from the Navy's engineering school at HMS Sultan and Royal Marines from the Commando Logistic Regiment.

It was the first time the race had been held, and it is hoped that it will become an annual event, possibly at the Royal Tournament.

## Trimaran ship: Building starts

FIRST STEEL of a trimaran warship demonstrator was cut in January by Vosper Thornycroft at their Woolston shipyard.

The vessel, RV Triton, is due to be launched in April next year and will be fitted with a trials instrumentation system which will monitor about 500 stress points throughout the vessel as part of the process to test the structure.

The steel cutting ceremony was performed by the Chief Executive of the Defence Evaluation and Research Agency, Sir John Chisholm. It was followed by a press briefing by Rear Admiral Richard Phillips, Assistant Chief of the Defence Staff Operational Requirements (Sea Systems).

## Ethiopia exped phone number

DUE to a misprint, the telephone contact number for candidates for the RN and RM Ethiopia Challenge 1999 expedition (January edition page 15) was incorrect. Those interested in taking part in the exped should call Capt R. Finley RM on 01392 414168 or CTCRM Lympstone military number 93785 4168.



## Boat Show stopper ...

THIS MOCK-UP of an Invincible-class carrier formed the impressive Royal Navy stand at this year's Boat Show at Earls Court in London. Inside the stand, manned by RN personnel, the equipment on display included an operations room simulator. Among the visitors to the stand was the First Sea Lord, Admiral Sir Michael Boyce. (For puzzled spot- ters, the R02 pennant number on the carrier is not one used by a current ship).



# Missile decoys made over

AN IMPROVED missile decoy system is being introduced into the Royal Navy's major warships and support ships.

## Belfast boys will meet again

FOLLOWING an announcement in December's Navy News, there has been "overwhelming support" for starting an HMS Belfast Association.

A steering committee set up, on board the World War II cruiser permanently moored in the Pool of London decided a first meeting of the association would be held there on March 6 at 11a.m.

All ex-members of the Belfast are invited to attend. Contact the secretary, Ted Hill, on 01708 341803.

## Concert dates

BAND of HM Royal Marines Spring Concerts are at St John's Cathedral, Portsmouth on February 4 and 25 and March 18. Tel 01705 726182 for tickets at £5.



The Seagnat system designed to put homing missiles off target has been upgraded through the introduction of a new active decoy round, and by deploying existing distraction chaff against radar homing missiles and infra-red seduction rounds against infra-red homing missiles.

The new system is due to begin entering service by April next year, by which time seven ships will have been converted to take it.

Meanwhile, ships on Armilla Patrol in the Gulf have been equipped with an improved chemical detection and alarm system which will be able to detect blister, blood and nerve agents simultaneously.

On detection of a chemical agent the equipment sounds the ship's chemical attack alarm and continues to sample the atmosphere to provide an almost constant read-out of contamination levels.

Other ships will receive the new equipment in due course.

Details of the Seagnat and chemical alarm system improvements are published in RN Defence Council Instructions 198/98 and 199/98.

## NATO's rod of iron

HMS IRON DUKE left Portsmouth last month for a tour of duty with NATO's Standing Naval Force in the Mediterranean, taking over from HMS Cardiff. (See also back page). She will be at Naples in April for the 50th anniversary of the NATO alliance.

Last year the Type 23 frigate took part in Exercise Strong Resolve – the biggest NATO exercise in recent years involving 140 ships and submarines. She is seen here showing off her close quarters ship handling skills while working on the Atlantic Underwater Test and Evaluation Centre (AUTEC) ranges at Nassau in the Bahamas – rounding the range vessel at 28 knots!

## Now it's 'Left hand down a bit more' for submariners

FOR the first time in its history, a submarine career course is being taught at the School of Maritime Operations, HMS Dryad.

Last month submarine navigators joined their surface counterparts for the new amalgamated course.

Students from both flotillas will receive five weeks of classroom theory followed by a practical

sea phase, at the end of which successful candidates will be awarded their 'n' (Pilotage) qualification.

The frigate and destroyer navigators will join the Fleet, whilst the submariners receive a further two weeks instruction covering dived navigational theory.

A spokesman for the school said the move was "very much in the vein of the Strategic Defence Review."

"It will see all aspects of RN marine navigation being taught at SMOPS and will have the added benefit of easing the load on the Surface Flotilla by saving up to three frigate/destroyer weeks a year."

## Chancellor Royal, RN

LONDON University Royal Naval Unit provided the honour guard for the University's Foundation Day. Vice-Chancellor Prof Graham Zellick introduces Chancellor (also Chief Commandant for Women in the Royal Navy) the Princess Royal, to Mid Adam O'Loughlin and Mid Kath Forster.

## JACK ET JACQUES

### Les Astronautes

(Dans un Ariane 5 rocket au European Space Agency launch site, près de Kourou, French Guyana)

'Gosh, blimey et blow moi, Jack! C'est un grand honneur! Nous sommes les astronautes du premier manned space shot de l'European Space Agency ... Mais vous avez l'air pensif, Jack. Et pourquoi?'

'Oh, je suis just wondering pourquoi ils ont picked us, Jacques, c'est tout.'

'C'est parce que nous sommes deux prime representatives de nos navies, Jack! C'est naturellement pourquoi!'

'Eh? Vous et moi? Vous must be joking, Jacques!'

'Pas du tout, Jack. 'Ow about Yuri Gagarin? Il était un homme dead commun, comme vous et moi! Son père était un humble paysanne. C'était bon PR pour les Russkis en 1961 – et pour nous aussi en 1999!'

'Mmm. Vous parlez pour votre self, Jacques. Mon dad, il n'est pas un peasant. Il est un production line worker au fabrique de widgets pour Draught Guinness. C'est un job très important. Un vrai giant leap pour tout mankind – pour moi especially ... Non, je suis un peu suspicieux about ce projet – qu'est-ce que c'est again, notre mission?'

'Ah – c'est une mission unique, Jack! Vous n'avez pas been listening to les briefings! Nous ferons un link-up avec NASA et le Shuttle! Et puis nous ferons réparer la machine à laver dans le Mir space station!'

'Cette load de junk? Mir est falling aux pièces! Et maintenant le washing machine aussi? Je do not believe it!'

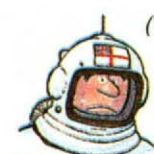
'Ouil! C'est vrai, Jack! Un sock est trapped dans l'outlet pipe! C'est pourquoi nous avons been chosen pour cette mission. Think about it, Jack. Chaque fois que nous sommes retournés from un longue deployment, qu'est-ce que c'est, la première chose que nos femmes ont dit? C'est "Fix la machine à laver!" Et donc, c'est pourquoi nous sommes ici! Nous sommes les experts! Mais silence, Jack! Ecoute! Le countdown ...

('Cinq! Quatre! Trois! Deux! Un! Zero! BOOOM! WHOOSH! Et 24 heures later:)

'Phew! Voici le sock, Jacques! Et quoi maintenant? Le fast spin, pour degager les tubes, je crois ...'

'Non, Jack! Pas le fast spin! Oh mon Dieu ...'

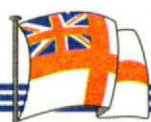
('Houston, nous avons un probleme')



Illustrations par TUGA







## Drafty... FAA, Regulators and PT



# A cautionary tale from the drafting commander

Once upon a time an age and an age ago, there lived three little but fully trained pigs.

After great adventures across the seas, they all decided to return to the place from whence they came.

The first of the little pigs hastily completed his Drafting Preference Form with little regard or thought, ticking this box here and that box there.

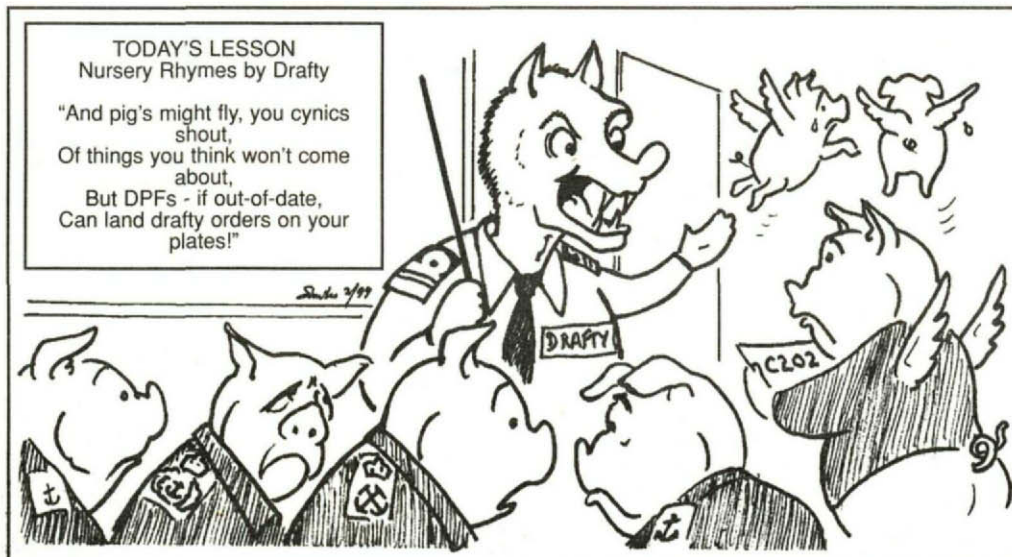
Then he set about building his house (he got a mortgage, really quite a good deal with Bradford and Piggy) and having just moved in he lit a fire in the hearth and settled down to enjoy a long and stable period ashore.

Suddenly and unexpectedly a shadow was cast over the household as a wolf appeared over the horizon - it was the Drafting Officer!

"Ah hah" the wolf chortled. "It is fortuitous that you built your house of straw because I have a mighty hollow in my stomach that needs filling!" (It was a gapped billet really!).

There was lots of huffing and puffing but the little pig having mistakenly ticked the yes to short notice and yes to give up his shore time found himself filling the wolf's void - PQ 36 on RFA Argus - the very next day.

The second little pig was more astute but essentially lazy. He had carefully completed his DPF but this was five years ago and at that



time he had declared his preference for the picturesque mountains of Scotland.

Since then he had pledged his love to a rather tasty little Cornish Cracker and was cultivating a healthy litter of piglets in the far South West.

And so it came to pass that without warning, only weeks away from the end of his latest adventures that a great shadow was cast across the sky.

The wolf darkened the little pigs doorway. "Ah hah" the wolf smiled, "I have a sudden and enormous hunger that needs satisfying"

(Yes - you've guessed it - a draft to Prestwick).

The little pig protested and there was much huffing and puffing but he failed to fend off the wolf.

"If only you had told me that you were married and were raising a family in the South West, I could have looked elsewhere" chuckled the wolf as he slunk off into the shadows in search of another victim.

And so the little pig departed, somewhat disgruntled, for the far flung hills of Prestwick.

The third little pig was a clever little soul. He very carefully com-

pleted his DPF, taking advice when he didn't fully understand the implications of a particular box and ensuring that he detailed the fact he was building a house of bricks and that he was completing a two-year course in truffle hunting at the local tertiary college.

And after a lengthy period of comparative harmony, he did a little research, calculating that a little pig would soon be required with a group of adventurers called 'pingers' so he carefully completed a C240 for more excitement on the high seas.

And in a while the wolf appeared at the door, (patio doors actually -

double glazed as well!).

"Hmm," the wolf mused, "I have a small space in the pit of my stomach that I need to fill and I have been told that you're just the little pig to fill it." (A draft to 820 Sqn really).

The little pig smiled. He knew he had outsmarted the wolf and off he went into the sunset to his first preference draft, joining the adventurers at 820 Sqn.

There was no huffing or puffing and the little pig and his family lived happily ever after...

Having been the Drafting Officer for Fleet Air Arm technical for little over a year I remain incredulous at the inattention to DPFs and C240s.

The three examples given below are not unlike some of the DPFs we see every day.

Without updating your DPC you cannot hope to achieve your preferences, nor any serious consideration, and certainly no sympathy if you subsequently complain.

□ An experienced CPO annotated his DPF as yes to short notice and yes to give up shore time.

When drafted after eight months ashore he claimed he had not realised the implications of ticking both boxes. Sympathy - Nil. What advice has he given to his division I wonder?

□ An experienced PO arranged a wedding and very expensive honeymoon but did not let drafty know despite being due for sea service. The subsequent draft to sea clashed with wedding arrangements, with obvious repercussions.

## Situations vacant

CPOAEM(M) for FONA Devonport. A shore billet in Plymouth, AE Rep, from June for two years.

MEM1 for NEFI. A sea-going billet based in the Falkland Islands, normal MEM duties, required November for four months.

MEM1 for HMS Roebuck, a sea-going job based at Devonport, MEM(M) or MEM(L) billet, from November for 30 months.

MEM1 for HMS Dumbarton Castle. A sea-going billet based in the Falkland Islands. AMC/MEMOC required, from October for six months.

MEM1 for HMS Dulverton. A sea-going billet based at Faslane and in Northern Ireland, AMC/MEMOC required from October for 18 months.

□ A very experienced CPO last submitted his DPF in 1989. At the time he was in the process of being divorced and contesting custody of his two children.

To date, we know he is married, but we do not know who to, nor do we know if he has custody of his children.

How can this man hope to achieve any consideration when due a draft?

Need I say more? Don't put it off, do it now and tell us what is going on in your life and what your preferences are!

### The Fleet Air Arm Drafting Team

Cdr R Banks: Drafting Commander and Warrant Officer Appointing Ext 2125

Lt Cdr R Grove: Non Tech Drafting Officer, Regs and PTs Drafting, Ext 2049.

Lt Cdr K Tapping: Technical Drafting Officer, Charge Chief Drafting, Ext 2121.

CPOAEM(M) L Moody: Office Manager, Lynx Flts & METOCs, Ext 2144.

POWWTR B Beale: Senior Rate 'M', Ext 2065.

POWWTR K Derbyshire, Senior Rate, L/R Ext 2123.

LWWTR S Marchant: LAEMs, Ext 2358.

LWWTR W Boulton: AEMs, Ext 2124.

POWTR C Johnson: PT, REG & PHOT, Ext 2969.

POWWTR J Rutherford: Senior Rate, AC, AH, SE, Ext 2134.

WWTR K Chattaway: Junior Rate, AH & SE, Ext 2134.

Miss K Williams: Admin Assistant, Ext 2274.

## HAVE YOU MISSED US?

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## What's going on in your branch?

**DRAFTY ALWAYS** seeks to give ratings as much notice as possible of a draft to sea service; in many instances up to a year in advance.

This enables people to plan accordingly and allows Drafty to identify any unexpected difficulties in the drafting 'chain'.

The subsequent shore drafts for those being relieved are usually considered several months later, so please don't call Drafty to inquire about your next draft as soon as you sight the Draft Order for your relief.

Applications for transfer to the PT and Photographer branches are relatively buoyant, but we need a steady flow into these sideways entry branches if they are to be sustained.

On the other hand, the opportunity to transfer to the Regulating Branch ceased in May 97, pending a decision on the future of the Branch which is expected shortly.

Meanwhile, Writers have started to relieve LRegs at sea although there is a continuing requirement for the latter in the emergency relief pool. A taut manpower situation at the other end of the scale means that MAAs return to sea very soon after achieving MTA.

There is a dearth of volunteers from the PT branch for a draft to Scotland. Currently, nine of the 15 billets North of the border are filled by non-volunteers.

Just think of all that fresh highland air that you are missing! It's an ideal atmosphere in which to pursue your chosen profession.

If you are interested in an open-air life, why not volunteer for one of the Adventure Training posts? The AT Officer at HMS Temeraire will be very interested to hear from you!

### "Are you looking for a challenging job with plenty of responsibility?"

Are you looking for a challenging job with plenty of responsibility? If so, the Aircraft Control Branch may be just what you are looking for.

And being a relatively new branch, advancement prospects are above average. For further details see BR 1066 or contact the RN School of Helicopter Control at RNAS Yeovilton.

Air Engineering Mechanics will be interested to know that the rosters for promotion to POAEM continue to be short or dry.

A good number of candidates passed the October Provisional Examination and these will help to alleviate the current shortage.

But the fact remains that, for LAEMs, who make the effort to

become professionally qualified, there has never been a better time to achieve rapid promotion.

The time and application required to study for the PE should not be underestimated, but the rewards and privileges of the higher rate are well worth the effort.

At the Able Rate advancement rosters for all three trades are moving at a very reasonable pace, which should encourage AEMs to sit the PPE at the earliest opportunity. Once B13s are issued, ratings are drafted to LRQC in basic date order - there is no requirement to submit a C240 for this course.

A temporary downswing in the requirement for AEMs is moving the category into minor surplus

and the net result is that some AEMs may have to be used to fill gaps in other categories.

This is unavoidable, but rest assured that every effort will be made to keep you 'in preference'. This situation does, of course, present the opportunity for employment in areas outside those normally available to FAA ratings.

In Plymouth, for example, there is a shortage of Junior Rate volunteers. If there are other areas for which you wish to be considered, a C240 may bring about the desired result and, perhaps, prevent another rating receiving a non-preference draft.

Because the number of AEMs awaiting a first sea draft continues to grow, the length of sea drafts has been reduced to 20 months to keep the waiting time for first sea drafts to a minimum.

A further reduction may be necessary and, for the time being, applications for extension of sea service will not be approved.

## CREDIT CARD NEWS



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● First of a new batch – Sandown-class minehunter HMS Penzance.

## Fatal convoy for brave warship

**T**HE FIRST HMS Penzance was a sixth rate frigate of 24 guns, built in Shoreham in 1695.

She served in home waters and off the Atlantic coast of Spain on blockade and convoy escort duties until she was sold in 1713.

The second Penzance was a fifth rate frigate, carrying 44 guns, built in Chichester in 1747.

In 1760 she sailed to Canada. She led a convoy up the St Lawrence, and her arrival in conjunction with other forces led to the surrender of Montreal.

Penzance sailed for the West Indies in 1761 and took part in operations against French colonies, gaining a Battle Honour in 1762, the year she paid off.

The name was not revived until the launch of a Bridgewater-class sloop at Devonport in 1930.

She served in the Red Sea and out of Mombasa until 1938, when she returned to the UK on fishery protection duties.

The early part of the war was spent in Bermuda and the Caribbean until she was designated sole escort for an Atlantic convoy.

On August 24 the convoy was intercepted by U-37, which torpedoed the sloop, breaking her in half.

Penzance sank almost immediately with the loss of her Commanding Officer, five officers and 84 ratings – a memorial stands in the cathedral at Port of Spain.

### BATTLE HONOURS

Martinique .....1762  
Atlantic .....1940

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

## Early call on affiliated town

**W**ITH less than a year behind her since she was commissioned by Princess Michael of Kent, HMS Penzance has already made a big impression on her affiliated town.

The sixth of the Sandown-class minehunters – and the first of the Batch 2, with bigger engines and some modified equipment – visited Penzance in July, within two months of her commissioning.

A week of social functions and media interest during the West

Cornwall Maritime Festival gave the ship's company plenty to do, and the vessel was able to demonstrate her manoeuvrability when she entered the harbour – there was barely 6ft either side of the hull at the lock gates, and she had to turn in a small space to reach her berth.

The ship was open to visitors for eight hours during one day, and despite a 30-knot wind and torrential rain, more than 5,000 people queued for 40 minutes to go on board.

Although entry was free, the

ship raised £300 for charities by voluntary collections.

Penzance conducted her first sea trials in June, in the Firth of Forth and off Plymouth, and there followed an eight-week period of modifications and alterations in Southampton to complete the build process.

Further trials on the minehunting system (in Portsmouth), calibration trials on the Forth and noise trials on the Clyde means the ship has already steamed around 5,000 miles and put in more than 500 hours at sea.

Penzance officially joined her sister-ships in the Third Mine Countermeasures Squadron in Faslane on arrival in the Clyde in October, and that also marked the vessel's first circumnavigation of Britain.

With sea trials continuing, Penzance is expected to become operational at the end of this month, with the associated pleasures of basic operational sea training.

■ Sandown Cutaway – see centre pages

### Facts and figures

**Class:** Batch 2 Sandown-class single-role minehunter  
**Pennant number:** M106  
**Builder:** Vosper Thornycroft  
**Launched:** March 11, 1997  
**Commissioned:** May 14, 1998  
**Displacement:** 484 tonnes full  
**Length:** 52.5 metres  
**Beam:** 10.5 metres  
**Draught:** 2.2 metres  
**Speed:** 13 knots diesel, 6.5 electric

**Complement:** 35  
**Machinery:** Two Paxman Valenta diesels, two Schottel bow thrusters  
**Minehunting system:** Sonar 2093, NAUTIS M (the Naval Autonomous Tactical Information System for Minewarfare) and RCMDS (Remotely Controlled Mine Disposal System)  
**Weapons:** One 30mm gun

## AIRCRAFT OF THE ROYAL NAVY No 28



● An Avro Bison Mk II – not a pretty sight.

## Avro Bison

**THE LUMBERING** and aptly named Avro Bison shared with the Blackburn Blackburn (January 1998 edition) the most unlikely lines of any carrier-borne aircraft.

The spotter aircraft's particular ugliness was born out of the requirement to provide a spacious cabin to house the observer and radio operator along with their equipment, chart table, etc.

The pilot's cockpit was at the top of the Bison's 'hump', with a line to the propeller boss of a drastic 45 degrees, which made it necessary to fit an aiming rod parallel with the line of flight to help during take-off and landing.

Also available as a floatplane, the Bison first flew in 1921 and was used by the RAF as well

as the Fleet Air Arm, who took delivery of a total of 53 Bisons – 12 Mk Is and 41 Mk IIs.

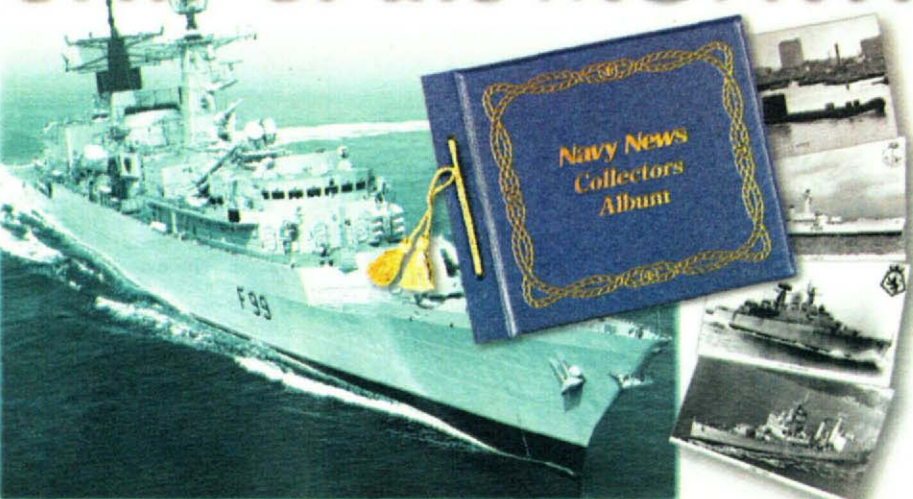
Bisons served with six Naval flights embarked at times on board the carriers HMS Furious and HMS Eagle. One RAF squadron – No.3 – was also equipped with the type, flying on coastal reconnaissance from Fort Brockenhurst, Gosport.

The last Bisons in Naval service were replaced by Fairey IIIIFs in 1929.

The aircraft was powered by a 480hp Napier Lion engine giving a maximum speed of 110mph. Climb to 10,000ft took 24 minutes, service ceiling was 12,000ft and range 360 miles.

Armament comprised a forward-firing Vickers machine-gun and a Lewis gun in a rear cockpit.

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# JACK



## Grey days at Trinco

I READ with interest the letter from R.W. Deakin about the food in HMS Renown (October issue).

He mentioned such things as bubble and squeak, tinned sausages, boiled beef etc. Such luxurious eating. I was stationed ashore at Trincomalee at this time at the Communications Camp at Yard Cove, working at NHQ. All I can remember getting for dinner was canned mutton stew (which was all grey water) and the first dehydrated potatoes which looked like uncooked chips only grey.

The bread looked like currant loaf only they were insects, but we ate it just the same for the protein.

We lived in thatched huts. No hot water but the cold was warm. Chemical toilets. The slightest cut or scrape would become infected. The beer was either Canadian or Australian. The ration varied but it was about three bottles every two weeks. The cigarettes were Canadian, too, as were the toiletries.

I had arrived there when my ship went home in March 1944 and left there the same way in September 1945 having travelled from Trincomalee to Colombo by train.

We did not get anything to eat on the train on a trip that took over 20 hours. But no-one cared – we were on our way home.

My next draft after leave? Where else – the Baltic in winter – J.Barker, Scarborough, Ontario.

## Tedworth's chamber

RE YOUR article saying HMS Penzance was the first vessel to be equipped with a compression chamber (November issue), HMS Tedworth was an old World War I minesweeper converted into a deep diving tender for the divers attached to Whale Island who in 1938 were carrying out experiments at Spithead and Inverary.

The vessel carried a submersible decompression chamber for retrieving divers beneath the surface and allowing them to decompress when brought inboard. – A.E.Pope, Liverpool.

# Hood link with Titanic sinking 'laughable'

I SERVED in HMS Hood as a seaman midshipman in 1932 and 1933 and again as an engineer officer from 1937 to December 1939 and so knew the ship fairly well.

During her shortened refit and 'modernisation' between January and August 1939 I was in charge of her engineer's office, reporting to Lt Cdr Fogg-Elliott (lost in HMS Galatea) and Cdr, later Rear Admiral C. P. Berthon. For the first three months of the war, when Hood suffered bomb damage. I was 'Upper Deck Damage Control Officer'.

All three of us were in Alexandria when HMS Hood blew up and, without knowing precise details of how it happened, except that the explosion took place near the mainmast, we all reached the same conclusion.

Some years ago, when researching for my book *The Man Around the Engine*, I read closely the reports of the two Boards of Enquiry which I then felt did not satisfactorily set out the most likely sequence leading to the tragedy, although I think the second hazarded that perhaps the 4in (HA) magazine exploded first.

During the 1939 refit the Small Arms Magazine immediately abaft the After Engine Room was converted into that new 4-in HA magazine. Although the new HA guns were not fitted until the later MA refit.

Omitting the fires on the upper deck resulting from a probable hit

by the *Prinz Eugen* which were possibly due to the ignition of AA devices and ready use ammunition (assuming the upper deck boat petrol storage had been ditched) there has been little or no mention of the after engine room air supply and venting trunks, both just for'd of the mainmast.

Both of these, with armoured gratings coinciding with the (too lightly armoured) main deck led directly into the after engine room immediately for'd of this new HA magazine; by 1941 full of ammunition.

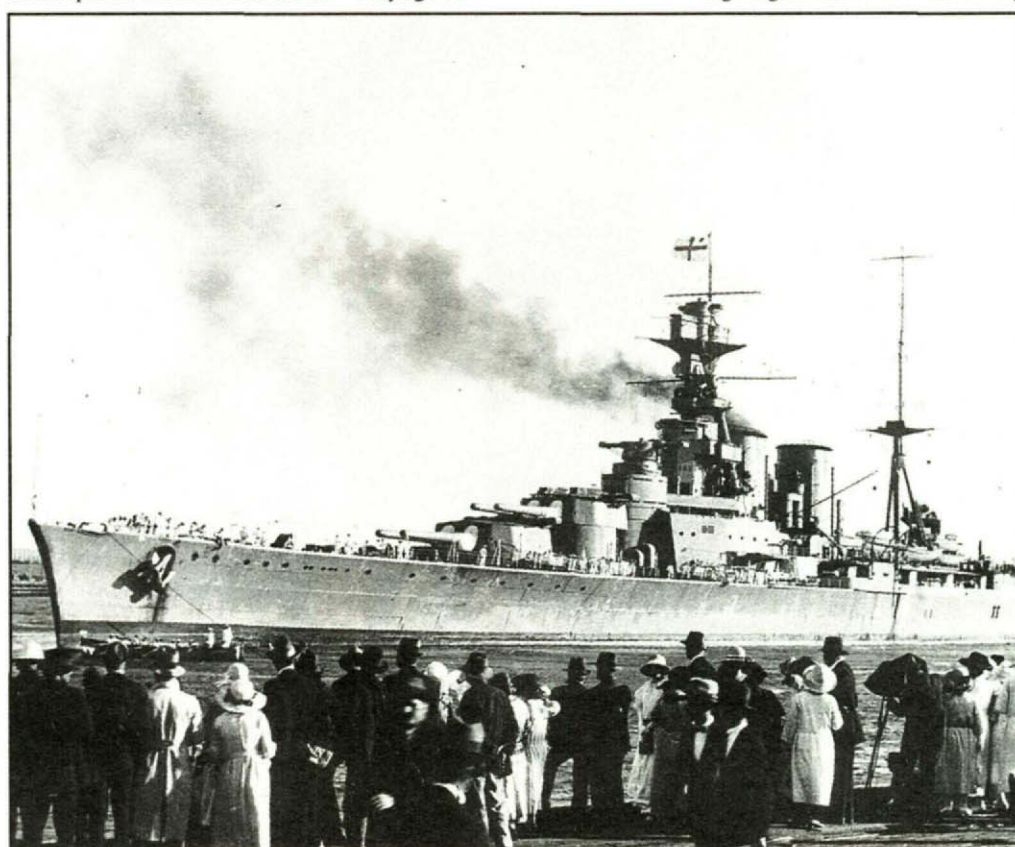
A major explosion in the after engine room from a penetrating (armour piercing) shell from Bismarck would have ruptured the after bulkhead and set off the HA magazine. This, in turn, would have ruptured the bulkhead into X

Turret 15-in magazine immediately abaft it, which would then have exploded, splitting the ship in two.

All those of us who saw, even from afar, the explosion of the 15-in magazine in HMS Barham will agree, whatever metal or rivets were used in Hood's building would have had no chance of containing a similar explosion. I am afraid that any comparison with the sinking of Titanic, which has been made lately, is so far fetched as to be laughable.

I hope that my many friends whose names adorn the Southsea War Memorial will rest undisturbed. – Vice Admiral Sir Louis Le Bailly, St Tudy, Bodmin.

●HMS Hood visiting Fremantle, Australia in 1924 (Battye Library) See also letter on page 7.



# Maunganui in mission of mercy to Formosa

I READ with great interest the article *Diary from Hell* (December issue). I myself witnessed the effects of incarceration on the island of Formosa, where the unfortunate POWs worked long hours in copper mines with very little food and for the sick little or no medical attention, with water at waist height and the temperature above the 100 mark.

I was stationed aboard ship in the fleet anchorage at Manus, an island in the Admiralty Group, when news came through of the possibility of the Japs surrendering. A lieutenant commander, four ratings and myself as Petty Officer were getting a Pier Head Jump to the northern port of Teipei to take the surrender – but our operation was called off when it was realised that had we disarmed the Japs the Chinese on Formosa would have undoubtedly taken their revenge upon them.

So we were directed to help in getting our POWs aboard the New Zealand hospital ship Maunganui. No-one was prepared for the sight we were about to witness, meeting up with our fellow countrymen who were really beyond recognition as young men. Men in their early or middle twenties looking like old men all suffering from more than one serious illness – beri-beri, dysentery, malnutrition and body sores from cuts or wounds that had not been treated.

We commandeered what was needed to transport these very sick men, some could not walk, to the hospital ship, which was done on low loader railway trucks, making the camp guards do the donkey work. I must admit we gave them a rough time.

Some of the POWs had collected little bundles of small personal belongings and these we stacked together and had transported by the guards, with a Jap sergeant who had been one of the cruel bastards doing most of the work.

Once we had got them all aboard – some I'm sorry to say fighting for their lives – not having

a ship we then offered our services to the Maunganui. I did a 12hr nightshift as telephone switchboard operator.

I would like to pay tribute to all members of that hospital ship, both medical and crew, who brought such tender care to those fever-racked, ill-treated men who had just been released from that hell-hole.

I am a SSAFA caseworker and conditions on Formosa were brought home to me again when I recently visited a lady whose late husband had been a POW there. She mentioned that he had cut his hand so badly that it needed stitches. This was done by one of his fellow prisoners with needle and cotton. – A.W.Fishlock, Wolverhampton.

## Return to sender

TO MY shame I lost all contact with the Royal Navy when I emigrated to Australia in 1960, but thanks to my brother Michael (Bob), also ex-RN, I have now been a subscriber to *Navy News* for the past 18 months.

When each issue arrives I eagerly scan the pages for any mention of old shipmates, my past ships and shore establishments and of course the latest advancements and developments in all phases of the Navy.

I was very pleased and interested to see mention of HMS Girdle Ness in the October issue. Being a radio operator on the guided missile ship while she operated from Malta was an exciting period of my Naval service although it was strange to see many civies on board a RN vessel at sea. We had many boffins on board.

Some of the highlights, besides seeing and experiencing the missiles being launched, were watching films that had been retrieved from the sea after each firing, both from the missiles themselves and the Jindivaks or drone aircraft.

There was also the odd occasion when a missile decided, rather than be guided to its drone aircraft, it would prefer to return to the ship. It was a bit scary, but luckily there were no direct hits.

It is wonderful how the Navy has been transformed since my day. Apart from the monumental changes in technology, there is also the changed attitude to the individual's quality of life. Thank goodness the two-and-a-half year draft which I experienced in 1952 (wives and family excluded) and the one-and-a-half year draft in 1954, both at HMS Highflyer in Ceylon, are things of the dark and distant past. – Tony Newman, Norman Park, Queensland.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



## Navy News

No.535 45th year

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## Well-preserved in Oz

I READ with interest R. Copperwaite's letter (December issue) relating to his visit to the preserved RAN corvette HMAS Castlemaine at Williamstown, Victoria (shown above). Castlemaine has been superbly restored by hard-working volunteers from the Maritime Trust of Australia.

In this photograph she is restored to her wartime appearance. Many ex-RN personnel will recall these "maids of all work" which served in the Indian and Pacific Oceans, the Mediterranean and even the Atlantic. They escorted convoys, carried out anti-submarine patrols, swept mines, ferried troops, bombarded enemy positions and carried out survey duties.

The most striking thing about Castlemaine is just how small and cramped these gutsy little ships were by today's standards. Affectionately known as a corvette, Castlemaine was commissioned in 1942 and was one of the 60 Bathurst-class ocean minesweepers built in Australia - 36 RAN, 20 on RN account but Australian-manned, and

four for the Royal Indian Navy.

Postwar, some served in the navies of the Netherlands, Turkey, New Zealand, Indonesia and Bendigo - sold into merchant service, later appeared in the Chinese navy.

Four were lost - Armidale (sunk by Japanese aircraft), Geelong and Wallaroo (both lost in collisions with US merchant ships) and Warrnambool (lost in 1947 while sweeping a wartime minefield).

Castlemaine's sister ship Whyalla is gradually being restored at Whyalla, South Australia and there have been a number of former RAN ships under preservation in recent times. They are the River-class frigate Diamantina (Brisbane), Daring-class destroyer Vampire (Sydney), Oberon-class submarine Ovens (Fremantle) and two Attack-class patrol boats, Advance (Sydney) and Ardent (Darwin).

There are plans to preserve the submarine Onslow at the National Maritime Museum, Sydney when she pays off in 1999 along with a similar proposal for the guided missile destroyer Brisbane. - V. Jeffery, RAN Public Affairs (Western Australia).



# When left meant right!

IN THE film *Titanic*, as the iceberg is sighted on the starboard side the command given from the bridge is "hard to starboard". Any sailor worth his salt would have expected the order to have been "hard to port", thus to avoid and not to ram the iceberg.

In his book *Anatomy of the Titanic*, Tom McClusky, the director's technical advisor, discusses the accuracy of this scene. In steamships, he argues, until it was changed around 1920, port meant right, starboard left. So on the *Titanic* on that ill-fated night, "hard to starboard" meant hard left and was the correct order.

As to why steering commands were given in this way on early steamships, McClusky admits that he doesn't know. My question is, while these conditions of steering commands existed in the Merchant fleet, did they also apply in the Royal Navy? - B. McCarthy, Southsea.

Ernest Watson of Newcastle writes to explain that the *Titanic* was equipped with "tiller steering" whereby movement of the wheel in one direction caused the ship's head to swing in the opposite direction. Hence the order "Hard to Starboard" meant the helmsman would spin the wheel to Port.

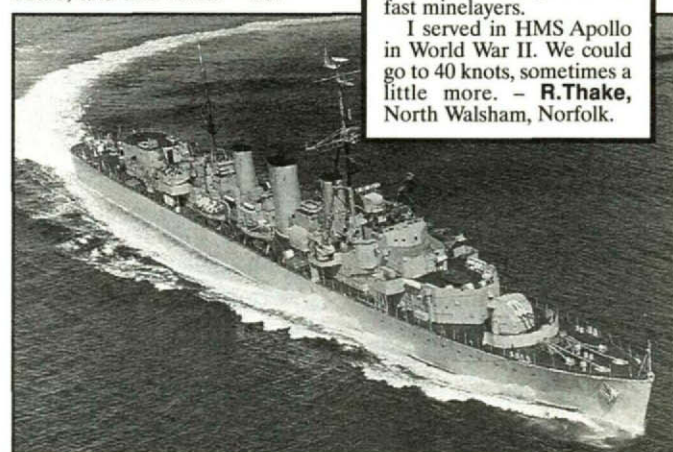
The Oxford Companion to Ships and the Sea notes that this practice was universal until after

World War I when some nations began to adopt the practice of relating helm orders to the rudder and no longer to the tiller so that an order of, for instance, "starboard 20" meant turning the wheel, the rudder and the ship's head all to starboard. By the mid 1930s all maritime nations had adopted this practice, which removed the anomaly of a navigator giving the order "port" when he wanted to turn the ship to starboard, and vice-versa. - Ed.

## Faster Apollo

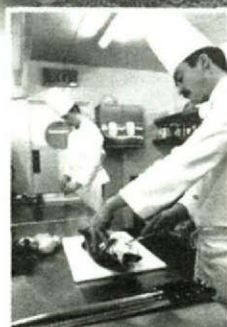
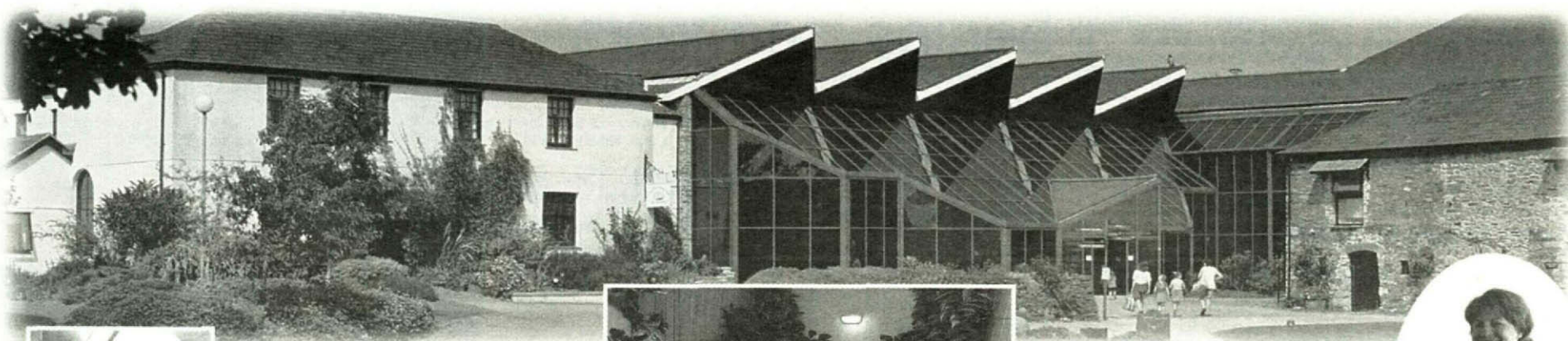
I HAVE noticed that in your last two issues HMS Cavalier is credited as being the fastest ship in the Fleet. I would like to dispute this. I think you will find this honour goes to the fast minelayers.

I served in HMS Apollo in World War II. We could go to 40 knots, sometimes a little more. - R. Thake, North Walsham, Norfolk.



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TERESA, 37 5'3" seeks male penfriends, 40-ish. Honest, genuine, single mum. BOX FEB 3

ALISON 5'11" attractive single mum, 27. seeks male/single 27-35. Friendship/romance. BOX FEB 4

SOPHIE AND CAROLINE, 20, love socialising. If you enjoy a laugh please reply. BOX FEB 5

I AM A single mum and would like to meet a penfriend. BOX FEB 6

SINGLE 55YRS, many interests, 4'8 1/2", well built, wiggles. BOX FEB 7

POSH SPICE LOOKALIKE looking for a hunky guy. BOX FEB 8

BRENDA 35 and independent. Seeks penfriend, reliable with GSOH. 35-40. BOX FEB 9

ALISON, YOUNG 42, attractive VGSOH, no ties, varied interests. Seeks genuine penpal 36-40. BOX FEB 10

JANET 44. Seeks male naval penfriends. GSOH. "Brighten my day". BOX FEB 11

ATTRACTIVE NAVAL LADY, house/car, widely travelled, enjoys socialising, to meet gentleman, for friendship. 66+. BOX FEB 12

ATTRACTIVE FEMALE 35. Seeks tall Sailor/Marine with GSOH for correspondence. BOX FEB 13

ALISON, 5FT, dark hair/eyes. Seeks penfriend 28-40 for friendship/romance. GSOH essential. ALA. BOX FEB 14

TALL, FIT CPO, 40. Enjoys life. Seeks outgoing witty penpal. BOX FEB 15

BORED ONBOARD? Getting no mail? Contact bubbly female 25. Males 25-30 for friendship. BOX FEB 16

SAILOR, 35, 6'1", single. Seeks lady for friendship/romance. ALA. BOX FEB 17

PLEASE WRITE to my mummy. 29-35 genuine servicemen (pref. no civilians). Thomas (7 months). BOX FEB 18

LORRAINE 41, VGSOH, down to earth. Seeks male penpal. GSOH essential. BOX FEB 19

SOS, FEMALE needs rescuing from quiet life by Royal Marine/Sailor aged 45+. Photo appreciated. BOX FEB 20

ATTRACTIVE LADY, 31, GSOH. Would love to hear from male Officer. BOX FEB 21

FEMALE 39 - enjoys sport, fun. Seeks sincere penpal friendship/romance. BOX FEB 22

PENPAL WANTED by intelligent, attractive, 40 year old lady. BOX FEB 23

FEMALE GRADUATE, tall, brunette, 40. Enjoys swimming, dancing, restaurants. Seeks male penfriend of similar age. BOX FEB 24

SUE - 37, would like to correspond with broadminded/imaginative sailor. BOX FEB 25

CAROLINE 25. Seeks funloving sailor penpal for fun, friendship and letters. BOX FEB 26

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MISCHIEVOUS, BUBBLY 22 year old with a GSOH who enjoys socialising and R & B music. Seeks soul mate to have correspondence with. Serious relationship possible. BOX 9665

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## People in the News



## First for naval nurse

NAVAL nurse Alison Hofman is believed to be the first naval nurse to instruct a new entry class.

The Petty Officer was also in charge of the guard at Cornwall 29's passing out ceremony at HMS Raleigh (right) where she proudly looked on as they were inspected by Commodore Graham Lockwood.



# Engineer's idea could save MOD £100,000 a year



**A**N IDEA by a Yeovilton aircraft engineer could save the MOD up to £100,000 a year.

WOAEA Brian Johnstone came up with a new way of adjusting Sea Harrier Pegasus engines at the RN air station.

The suggestion was made through the MOD's GEMS suggestion scheme and it has attracted an immediate award of £500 while its full implications are assessed.

● Left: The award is presented by Flag Officer Naval Aviation, Rear Admiral Ian Henderson.

## Reservist earns a place at Dartmouth

AB Nick West has achieved his ambition to train as a Naval officer after eight years in the Royal Naval Reserve.

Nick, who joined the RNR at 16 and has served with RNR Tyne and Wear, HMS Calliope, HMS Cambria and volunteered for sea drafts with HMS Newcastle and HMS Ark Royal, started at BRNC Dartmouth in January.



● Nick West, who is training to be an RN officer after eight years in the RNR.

## Model boat builder begins 'sea trials'

REMEMBER Arthur Baldwin - boat builder extraordinary of HMS Invincible?

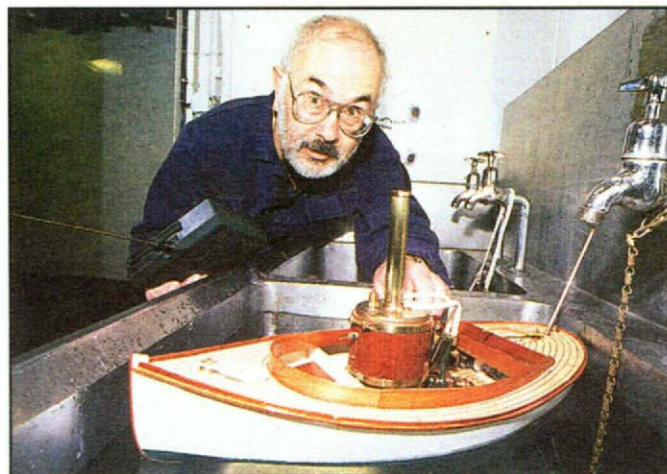
The model steamboat he was building when we featured him in Navy News during the ship's Gulf deployment last year is now finished, and is pictured here undergoing 'basin trials' on board.

Arthur, a CPOMEA, spent his off-duty hours in the ship constructing a model Victorian river launch and hand-building the vessel's working steam engine.

"It's taken me a year to build," he said. "The guys in the section bought me the kit for my 50th birthday. It was very basic, just

pieces of wood, and I had to design and build the miniature steam engine."

"Sea trials" in a pond showed the model exceeded his design specifications. After taking eight minutes to raise steam the model can run for 25 minutes on 35cc of methylated spirits.



## Decoration for Cottesmore crew

SAILORS in HMS Cottesmore have been awarded the General Service Medal Northern Ireland Clasp.

Their latest patrol was HMS Cottesmore's second since the vessel was converted to the Northern Ireland role.

A mass presentation of the medal was made on Cottesmore's foc'sle by her Commanding Officer, Lt Cdr David Tarrant.

● Right: Twenty two of Cottesmore's twenty six company are pictured with Lt Cdr Tarrant after the presentation.







## People in the News



### In brief



### Award puts Paul on map

NAVIGATIONAL work in Northern Ireland has earned Lt Paul Schreier a top award from the Navy's Hydrographer.

Lt Schreier (above) compiled five volumes of photos containing detailed navigational information while serving in HMS Arun. His efforts have earned him the Shadwell Prize from Rear Admiral John Clarke for the largest and most high quality range of work to be submitted in a year.

### Top job for Perowne

VICE ADMIRAL James Perowne has been appointed Deputy Supreme Allied Commander Atlantic.

He takes over the job in Norfolk, Virginia, USA, from Vice Admiral Sir Ian Garnett.



Picture by CPO Fiona McKennie

# Chief's prompt action helps to save man's life

**F**IRST aid training in the Navy meant that CPO Darren Bale knew exactly what to do when a Gosport man had a heart attack in the street.

He was able to keep the man alive in the vital minutes before paramedics arrived on the scene by compressions on his chest and mouth-to-mouth resuscitation.

Chief Bale's actions undoubtedly helped to save the man's life, and have earned him a commendation from the head of Hampshire's Ambulance Service.

In a letter to his Commanding Officer, CINCIBERLANT's Commodore Geoffrey Edwards, Chief Ambulance Officer Richard Mawson said: "CPO WTR Bale was instrumental in saving the life of a member of the public who had collapsed in Gosport."



● **LIFESAVER:** CPO Bale, who kept a heart attack victim alive until paramedics arrived.

"Whilst waiting for the paramedic ambulance crew to arrive, CPO Bale carried out cardio pul-

monary resuscitation. Without his quick response, it is believed that the patient would have had a much-reduced chance of survival."

The letter of commendation was sent last summer but CPO Bale's posting to Commander In Chief Iberian Atlantic (CINCIBERLANT) in Portugal meant that its presentation had to be delayed by six months.

Commodore Edwards, who made the presentation on Mr Mawson's behalf, said: "Chief Petty Officer Bale's actions were entirely in character and highlight only too clearly the value of the Royal Navy first aid refresher training that he had undertaken the previous year."

"What he did on that day was worthy of the highest praise... and this is an important reminder of how vital first aid can be in these situations."



● LSRO Stephen Williams (left) LSRO Kylie Cern-Costa and LWTR Gary Pointer (centre) from DCSA Commcen Plymouth.

## Australian takes long look at RN

AUSTRALIAN serviceman LSRO Stephen Bungy Williams is the latest to take advantage of a unique exchange programme with Britain.

Stephen has been working at Devonport Naval Base as part of exercise Long Look, which aims to promote the exchange of ideas between the forces in Britain and Australia.

The Fleet Accommodation Centre has become his temporary home and he has been posted to the DCSA Communications Centre at nearby Mount Wise.

As well as working at the centre, LSRO Williams also spent a day in HMS Boxer to see the ship's Comms team being put through their paces, toured HMS Talent and visited the Damage Repair Instructional Unit at HMS Raleigh.

LSRO Williams said: "It has been a once-in-a-lifetime opportunity to work with another allied navy, especially one so far away. The contact I have had with serving members of the RN has been very positive."

At different times during his assignment, LSRO Williams was joined by compatriots POSY Col Scott and LSRO Kylie Costa-Cern who have been posted to HMS Collingwood and Faslane.

## Admiral Nelson visits Victory

LORD NELSON'S Battle of Trafalgar flagship HMS Victory echoed to the sound of another Admiral Nelson being piped aboard recently.

The VIP was Vice Admiral Richard Nelson, Surgeon General of the United States Navy.

During the visit Admiral Nelson, whose full title is USN Medical Corps Surgeon General of the Navy and Chief, Bureau, Medicine and Surgery, was accompanied by Second Sea Lord Admiral Sir John Brigstocke.

After being piped aboard and met by Victory's CO, Lt Cdr Frank Nowosielski, Admiral Nelson enjoyed a fascinating tour of the ship which included the spot where Lord Nelson was mortally wounded and below decks where the hero breathed his last.



● American Admiral Richard Nelson on board Horatio Nelson's Trafalgar flagship, HMS Victory.

## THE INQUIRY INTO THE MANAGEMENT OF CARE OF CHILDREN RECEIVING COMPLEX HEART SURGERY AT THE BRISTOL ROYAL INFIRMARY

The Bristol Royal Infirmary Inquiry, which is examining the management of the care of all complex children's heart surgery cases at the hospital between 1984 and 1995 is now underway, after being formally launched at a preliminary hearing.

The Inquiry wishes to hear from the families of any children who had complex heart surgery at the BRI between the above dates and from people who may have an interest in the work of the Inquiry team and who want to make a contribution.

If you have not previously been in contact with the Inquiry then please get in touch, in the first instance, with the **Secretary, Una O'Brien, Room LG07, Wellington House,**

**135-155 Waterloo Road, London SE1 8UG.**

All initial contacts with the Inquiry office will be treated as confidential.

The Inquiry team's e-mail address is [inquiry@doh.gov.uk](mailto:inquiry@doh.gov.uk) You can fax the team on **0171 972 4602** or telephone on **0845 3000 613** (calls charged at local rate).

The Inquiry's terms of reference and other relevant information can be found on an Internet website:

[www.Bristol-Inquiry.org.uk/](http://www.Bristol-Inquiry.org.uk/)

The Inquiry team is currently gathering evidence in preparation for the start of full public hearings which will be held in both Bristol and London and are scheduled to start in March this year.





# Helping Hands



## Frigate issues challenge

THINGS looked a bit rocky on board HMS Lancaster recently – but a cheque for nearly £500 had everyone smiling at the end.

The Rocky in question is the mascot of the Portsmouth Hospitals appeal for a £1.5 million kidney dialysis unit.

Rocky Appeal co-ordinator Mick Lyons collected the £470 from the ship, the result of various fund-raising events organised by the ship's company – including a

100-mile run as the ship crossed the Atlantic.

SA Paul Bennion's two-year-old daughter Maisie suffers a kidney condition, and will need dialysis.

Mick Lyons also laid down a challenge for other Portsmouth-based Navy ships – try to beat Lancaster's fund-raising efforts, and there will be a special plaque to show for it.

For more details on the Rocky Appeal, telephone 01705 286487.

**HARD** work by RN Reservists during the International Festival of the Sea paid dividends for a charity which helps children with hearing disabilities.

Volunteers from HMS King Alfred, the Portsmouth RNR unit at Whale Island, came second in the IFOS competi-

tion for programmes sold.

The sailors sold more than £23,000 of programmes during the summer festival.

The team decided to follow a long Naval tradition by using their £300 prize to help others, and gave it to the Elizabeth Foundation, based at the Queen Alexandra Hospital.

● **Hat trick** – 19-month-old Chloe Ray tries out some Naval headgear, assisted by HMS King Alfred members PO Comms George Blackmore (left) and CPOWTR Paul Hutton.

Picture: LA(PHOT) Steve Wood (SFPJ).



## In Brief

### Great eight run

A GREAT run by eight petty officers from HMS Illustrious raised £800 for Greenwood Primary School for children with special needs in Salford.

The eight – POWTR Kev Norwood, POMEM Hewy Hewgill, PO(METOC) Andy Founds, POMEM Dicky Dyson, POMEA Tommo Thompson, POWEA Gordy Hyslop, POCA Titch Hodgkinson and POMEM Charlie Rich, all from 6P POs Mess – took part in the Great South Run.

### Grand marathon

A TEAM of 14 runners and two cyclists from HMS Invincible completed a four-day, 250-mile marathon in time to present a £1,000 cheque to the Mayor of Durham before a celebrity football match in the city.

### Cancer cash

ALMOST £250 from the ship's company of HMS Richmond – plus a donation from ships' cleaners Care Services – enabled CCWEA Phill Travers to raise £378 for the Cancer Research Campaign in the Gosport Half Marathon.

### More than enough

THE WARRANT Officers and Senior Rates' Mess at HMS Dryad have provided a new spirometer for the cystic fibrosis unit at Southampton General Hospital – with enough left to buy more.

### Plea for help

A GROUP which runs a centre for the blind needs help in keeping the centre going.

The Portsmouth Association for the Blind – which produces tapes of Navy News – would like to hear from any ships or sailors who can help – contact Miss Patricia Robinson on 01705 661717 or 783666.

### Hospice visit

NAVY firefighters have presented a Cornish hospice with a cheque for £1,000.

Staff from the Firefighting School at HMS Raleigh visited the Little Bridge House in Barnstaple, a "home from home" for terminally-ill children, to present the cheque.

The cause is particularly dear to the heart of OM Michael Hamilton, whose two-year-old son Luke attends the school.

### Lightship work

A TEAM from HMS Illustrious helped restore the colour to their ship's affiliated Sea Cadet Corps lightship TS Colne Light in Colchester.

The team – MEMs Nelson, Walker, Childs, Henson and CH Dickens – spent a weekend carrying out urgent preservation work, painting and repairs.

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# Debut for Merbear at car raffle draw

A SPECIAL seafaring mascot has made its debut for King George's Fund for Sailors.

Merbear helped TV presenter Philippa Forrester draw the winning tickets for the KGFS 1998 raffle at the London Boat Show.

Top prize in the raffle was a Special Edition 4x4 Vitara, donated by Suzuki GB.

Around £30,000 was raised by the raffle – a handy contribution to the total amount of £2,964,840 distributed by the seafarers' charity last year.

Almost £1.5 million of the total was distributed to Royal Navy charities.

Merbear has been created as a character figurehead for KGFS activities, and it is hoped that it will generate interest from youngsters.

The bear will also be used to help focus attention on how

dependent we are on seafarers in daily life.

Merbear is currently a collectors' limited edition in mohair and satin, and is available for sale with profits going to KGFS.



● **Top draw** – TV presenter Philippa Forrester and Merbear prepare to pick the winning tickets for the KGFS 1998 raffle at the London Boat Show. Also pictured (from left) are Capt Peter Mansfield (KGFS Director Fundraising), David and Jonathan Bunn of Hydropool Spas, and Alex Clouter of Suzuki GB.

## Drummer's wish comes true

A YOUNG cancer victim from Derry, prevented from joining the Royal Marines by his illness, has realised an ambition by playing with their band.

Ross Wilson (20) is well on the way to recovery following testicular cancer, but internal scar tissue means he will not be medically fit enough to join the elite unit.

But to help him to get over the disappointment the Army helped organise a visit to 42 Commando RM in South Armagh.

Ross played drums during a Christmas concert at the Bessbrook base.

"I have always regarded the Royal Marines band as the best in the world. To get this opportunity to meet them, let alone play with them, has been a brilliant Christmas present," he said.

A band spokesman said: "We are absolutely delighted to have afforded Ross this opportunity to play. He is, according to the bandmaster, a very talented drummer."

## Chiefs support Haven children

MEMBERS of the CPOs' mess of HMS Gloucester raised more than £1,400 for a special needs assessment unit in Gosport.

Mess members adopted the Haven Early Years Centre as their charity when Abigail Porteous (3), daughter of one of their members, was diagnosed as autistic.

The money was used to buy a computer, supplied at a much reduced price by Tesco at North Harbour in Portsmouth.

Head of unit Karen Hooper said the equipment and software will present new educational opportunities for the children.

● **"Let me show you..."** – CPOMEM Nigel Taylor (top) and CPOMEA Russ Porteous are given a demo by Megan Philips (3) at the Haven Centre. Picture: LW(PHOT) Chris Wood (SFPJ).



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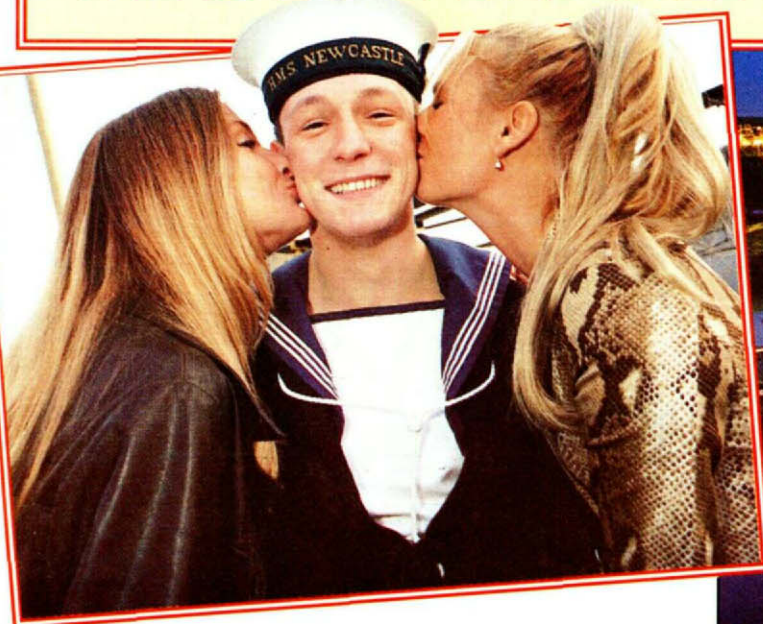
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# NORTHERN LIGHTS

## HMS Newcastle scores with Tynesiders



● A warm welcome from two local lovelies for OM Eric Taylor on the quayside at Newcastle – where HMS Newcastle (right) berthed for a six-day visit.

**J**UST before her surprise deployment to the Gulf in support of HMS Invincible last month, HMS Newcastle paid her first visit to her namesake city since her rededication 18 months ago – and enjoyed a warm Georgie welcome.

It came at the end of a busy year which had seen the Type 42 destroyer conducting anti-drugs and humanitarian operations in the Caribbean, followed by an intensive maintenance period and a successful operational sea training programme.

She had a fabulous berth by the historic quayside, with the Tyne Bridge offering an impressive backdrop, so ensuring the Royal Navy took centre stage in the heart of the city.

The visit proved to be extremely popular with the local community and the media gave wide coverage to all the arranged events – while the recent relaxation in uniform allowed many of the crew to have a run ashore in uniform.

Royal Naval Reserve personnel from HMS Calliope took full advantage to promote the role of the RNR and Hebburn and

Jarrow Sea Cadets were highly praised for their support when the ship was open to the public.

Mobile recruiting units set up on the jetty were there to ensure that visitors were kept fully informed of the RN's work worldwide.

The six-day stay saw a steady stream of events, with a continuous programme of organised groups from schools and potential officer and artificer candidates being shown around.

A cheque for £2,100, money raised for the ship's main charity, the Percy Hedley School for special needs children, was presented to the headmaster Mr Norman Stromsoy.

HMS Newcastle's soccer team met children from the school when the Scottish and Newcastle Brewery, prime sponsors of Newcastle United, held a Christmas party for them and for members of the Newcastle United Disabled

Supporters Club.

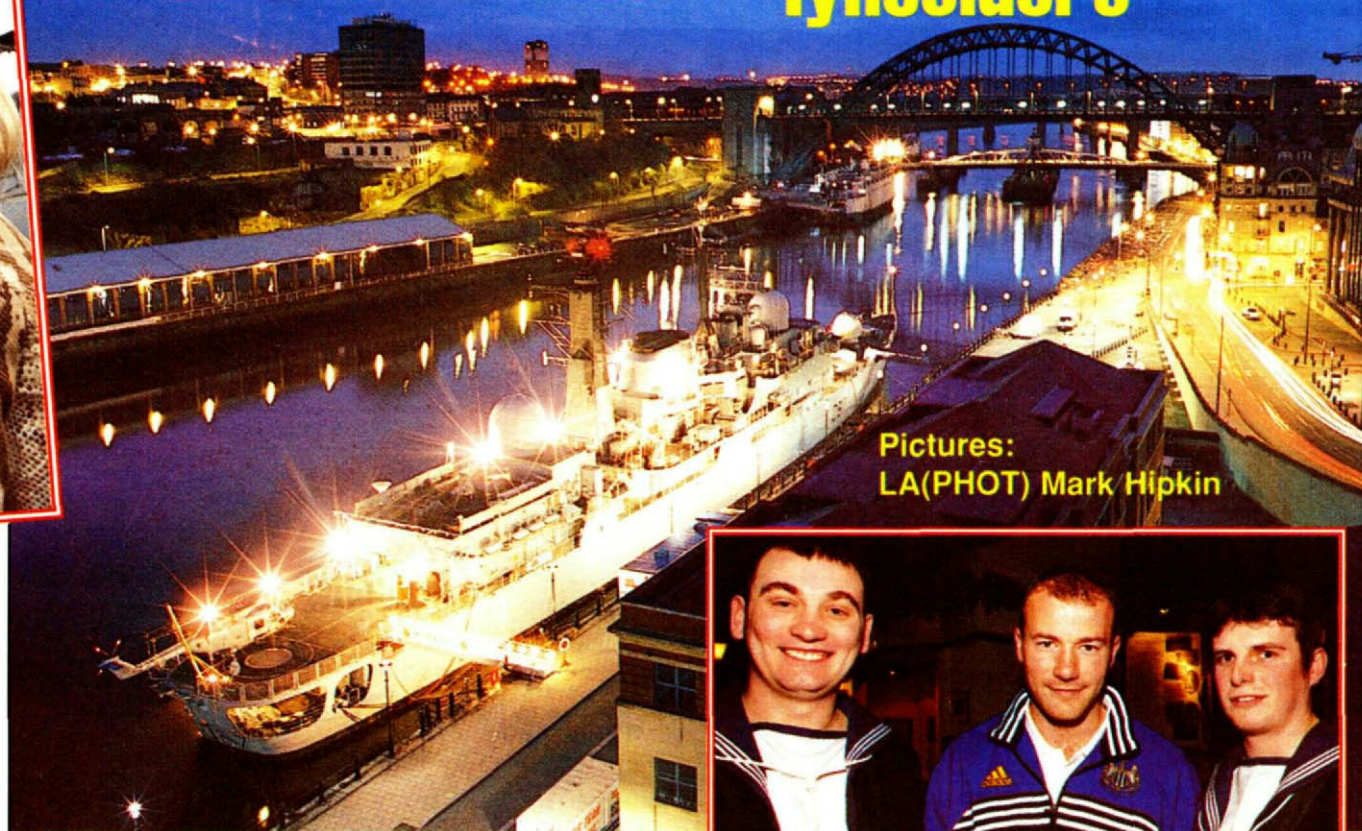
The event coincided with NUFC's Player of the Month award, which went to goalkeeper Shay Given. Team managers Ruud Gullit and CCMEA Vince Burdett were seen in earnest conversation regarding tactics while England Captain Alan Shearer signed autographs and offered his own words of advice to HMS Newcastle's in-house soccer stars.

C-in-C Fleet Admiral Nigel Essenhigh made his first visit to the ship and witnessed a careers forum presentation to school and university careers advisors.

One of the highlights of the visit was a double christening ceremony on board – something of a rare event. What made it all the more special was the fact that both sets of parents were local to the Northeast and to Newcastle.

LWEM(O) Stuart Thompson and his girlfriend Rachel Kay

were there with their two-week old baby girl Jordan, as were LS(EW) Mark Bickerstaffe, wife Carolyn and daughter Chloe for a ceremony conducted by former Navy chaplain the Rev Roger Cutler – and witnessed by a large crowd gathered in the ship's hangar and on the jetty, filmed by local TV.



Pictures:  
LA(PHOT) Mark Hipkin



● NEWCASTLE SIGNINGS: England Captain Alan Shearer adds his name to hats inscribed by Newcastle United players for SA Craig Dixon (left) and LWEM Stuart Thompson.



● DOUBLY BLESSED: Cdr Steve Kenny, commanding officer of HMS Newcastle, with LS(EW) Mark Bickerstaffe (left) and baby Jordan and LWEM(O) Stuart Thompson and Chloe – a rare double christening on board one of HM ships.

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## Award will promote road safety

AN ANNUAL Defence Road Safety Award is being introduced to help combat the biggest single cause of death in the Services – road accidents.

In 1997-98 63 Ministry of Defence personnel died as a result of road accidents, accounting for half the total number of MOD deaths. A further 90 people were invalided out of the Services due to road-accident injuries.

The aim of the award scheme is to promote safe driving standards and reward effective road safety initiatives.

A Guild of Experienced Motorists silver rose bowl will be awarded each year to a unit, station or establishment.

The bowl has been donated by the RAF and will be presented by the Central Standing Committee on Road Safety.

Nominations are to be submitted by April 30 each year.

Details appear in Joint Services Defence Council Instruction 285/98.

## Cargo of books

SCHOOL books were among the cargo carried by RFA Sea Crusader when she sailed from Marchwood to Split in Croatia.

The 30 boxes of books, donated by schools and libraries in south-east Hampshire, were gathered in a project organised by Derrick Parker, a part-time lecturer in further education.

The books are bound for the Marina Drzica School, Dubrovnik.

## First sailors notified of requirement to take new fitness test



● Fit to be tested – LPT Al Holl puts some of the ship's company of HMS Gloucester (including CO Cdr Tim Fraser, centre) through their paces on the flight deck.

# On your marks...

THE FIRST sailors to test their fitness have been notified – but there is still no need to panic, according to the team behind the initiative.

From April 1 under-25s will be required to take the compulsory stamina test – a 2.4km run or multi-stage shuttle run ("bleep test") – with the nominal test date falling on their birthday.

RNFT Officer Lt Graham Cooke said: "I do not want people receiving that notification with their pay statement to say: This is it – it's the end of the world."

"If they think they have got a concern over whether they will pass they should contact their club-

swinger or PT office."

He said the fullest support and guidance will be available to all PT staff and unit testing officers.

"Fitness testing officers will need to show some discretion to decide whether a test is appropriate or not," said Lt Cooke.

"If it's a howling gale, or very hot overseas, an element of discretion will be needed."

Everyone – officers and ratings, male and female, though not Royal Marines – must take the RNFT.

Candidates will be officially informed of their nominal test date – their birthday – 90 days beforehand, and they will have a window of 30 days either side of that date to actually take the test.

People in ships or submarines on long deployments may be granted an exemption until a more suitable occasion.

The choice between the 2.4km run and multi-stage shuttle run – the 'bleep test' – may be constrained by circumstance; on deployment, for example, a bleep test may be held on a jetty, as it can be staged within a 20-metre space, so no run would be available.

**Fitness testing may be carried out at sea providing it is strictly in accordance with the testing protocols and that weather conditions allow.**

In the first year, up to 10,000 people are likely to be tested, with establishments such as HMS Collingwood processing up to 300 and a destroyer between 50 and 60.

"If someone does not achieve the standard, they will immediately be given a short health and fitness appraisal and advised on how they can make a few changes to their lifestyle – perhaps take brisk walks, cut down on cigarettes and drink," said Lt Cooke.

"They will receive a sympathetic approach, and there will be ample opportunity to address their fitness."

The testing procedure has safety checks built in – all personnel must fill in health questionnaires before training for the test, and again before taking the test.

Personnel with serious doubts about their medical condition before taking the RNFT will have the opportunity to visit the sick bay for advice and check-up, additionally testing will not be carried out on anyone who the PT Instructor believes is not fit enough to test.

"It's all about educating people people into a healthier lifestyle," said Lt Cooke.

The second phase of the RNFT, the task-related test, will be added to the programme next year – an age and gender-free task related test will have to be passed as well as the stamina element.

● Everyone joining the Navy currently is being issued with training shoes suitable for the RNFT.

As those already serving become eligible to take the test, they can go to their stores where they will be issued with the training shoes.

## Dates and standards

### INTRODUCTION DATES:

**Under-25:** from April 1, 1999

**Under-30:** from April 1, 2000

**Under-35:** from April 1, 2001

**Under-40:** from April 1, 2002

**Over-40:** from April 1, 2003

**Over-50s may carry out the RNFT on a voluntary basis.**

### STAMINA STANDARDS:

**2.4km run:** Male U-25:

11mins 13secs; Female U-25:

13mins 15secs; Male U-30:

11mins 38secs; Female U-30:

13mins 50secs

**Bleep test:** Male U-25: Level

9, Shuttle 10; Female U-25: 7 -

03; Male U-30: 9 - 03; Female

U-30: 6 - 07.

**Standards for Over-30s yet**

**to be evaluated. The stamina**

**test for Over-40s is likely to**

**be a cycle ergometer test.**

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## Cadets should ease RFA staff shortage

A RECORD number of officer cadets in training should ease current Royal Fleet Auxiliary manpower shortages.

The RFA, a civilian-manned organisation which supports and supplies Royal Navy ships around the world, is 85 officers short of its full complement of 885 – the main problem area being deck officers –

and there is also a shortfall in communications ratings.

This lack of personnel, and the fact that there is no immediate tasking, has left tanker RFA Olwen in Portland in a state of extended readiness until March, and repair ship RFA Diligence in the same state at Faslane until this month.

An RFA spokesman said they were in the same position as other

merchant shipping organisations, who are finding it increasingly difficult to maintain officer levels.

The spokesman said that the RFA was taking a number of initiatives to correct the problem, including:

● Putting a record number of cadets through maritime training at colleges in South Tyneside, Glasgow and Warsash – 88 at present

● Encouraging ratings to qualify as officers

● Directly recruiting and training its own communications ratings, who train alongside Naval recruits at HMS Collingwood.

Diligence's programme resumes this month with a role as mother ship to MCMVs or submarines on deployment, while Olwen's programme after March has yet to be determined.

## Admiral calls

THE COMMANDER of the US version of the RFA has paid a visit to his British counterpart.

Vice Admiral James B Perkins III, Commander of the US Military Sealift Command, had talks with Commodore RFA, Commodore David Squire, at the RFA's Portsmouth headquarters.

He also watched training and exercises, visiting the new Strategic Lift Ship RFA Sea Centurion and seeing RFA Fort George at sea off Plymouth.

The MSC comprises 39 ships, compared to the RFA's 22.

## Fort George gets Phalanx



● New gun – forward Phalanx system mounted on bridge roof of RFA Fort George.

ONE-STOP RFA ship Fort George has left refit on Tyneside with new self-defence capability – two Phalanx close-in weapons systems, as fitted in RN destroyers.

One is fitted on the bridge roof, forward, and the other on the hangar roof aft.

The system locks on to and shoots down missiles at close range, with a firing rate from the 20mm Vulcan cannon of around 3,000 rounds a minute.

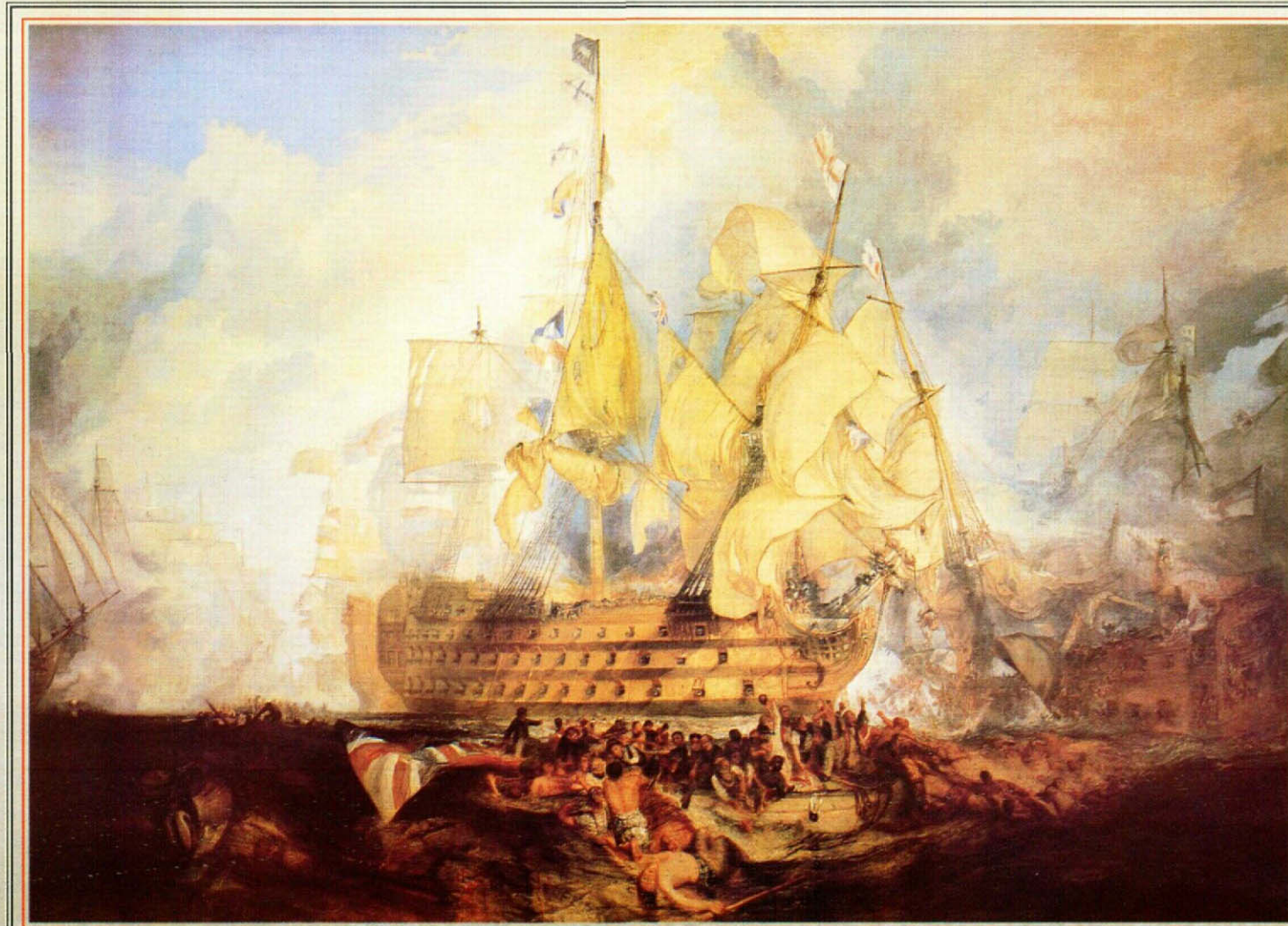
Fort George is currently undergoing operational sea training, and the first firings of the Phalanx system were believed to be the first by a civilian-manned ship.

Sister ship RFA Fort Victoria will also get Phalanx during her refit at Rosyth, beginning this month.



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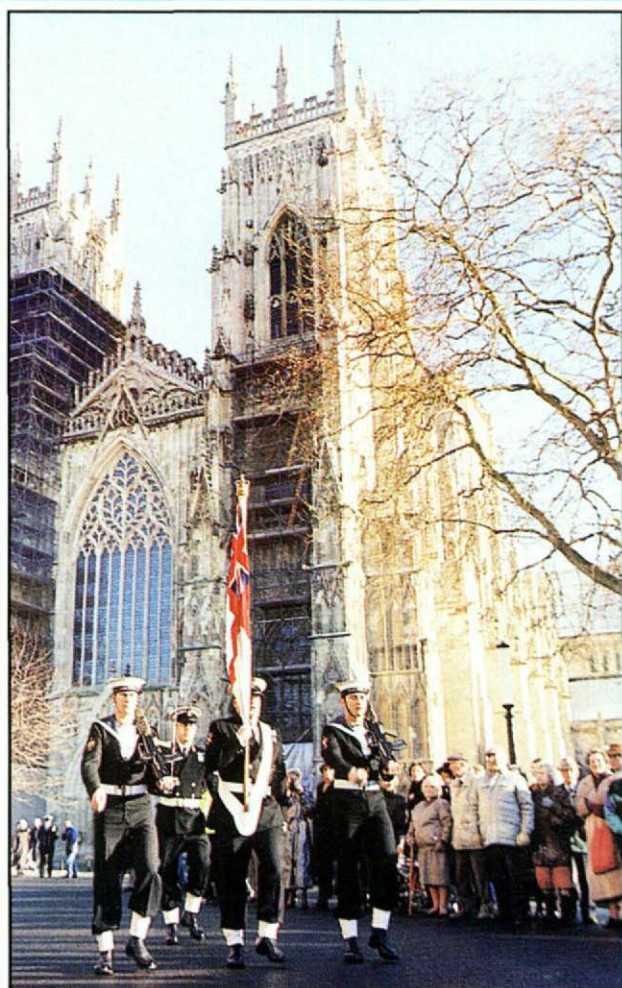
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## York celebrates freedom of city

SAILORS from HMS York have been exercising their rights as Freemen of the city of York.

The Ship's Company, whose vessel was berthed in Hull's King George Dock, marched through the streets with colours flying, drums beating and bayonets fixed.

## Illustrious trials computer trainer

TRIALS on a new computer-based training system are under way in HMS Illustrious.

Three new personal learning centres (PLCs) have been installed in the carrier, offering a wide range of interactive learning packages to members of the Ship's Company.

The machines were installed by the Naval Support Command Training Organisation at the end of last year.

Demand for the facilities is expected to be strong, and if the trials are successful, the use of personal learning centres could be extended to many more ships in the Fleet.

# Cyber clubs go on line @ HMS Drake!

**H**MS DRAKE is breaking new ground as the first Naval establishment to offer unlimited access to the Internet.

By the beginning of February, HMS Drake will have set up three new 'cyber clubs' in the establishment, in the wardroom, senior rates mess and the Old Post Office.

Servicemen who want to surf the net will be charged a minimum of £10 per month, but in return they will receive unlimited log on time and Internet access.

The Plymouth establishment is hoping that the opening of the three new cyber clubs will encourage other units to follow suit.

To find out more about the service, contact the Cyber Club, The Old Post Office, HMS Drake, ext 68341.



● CYBER CREW: PO Alan Eling, LS Chris Blockley and CPO Gary Leaver prepare to surf the net.  
Picture: LA(PHOT) Paul Smith.

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## Military teams taste success in world cup

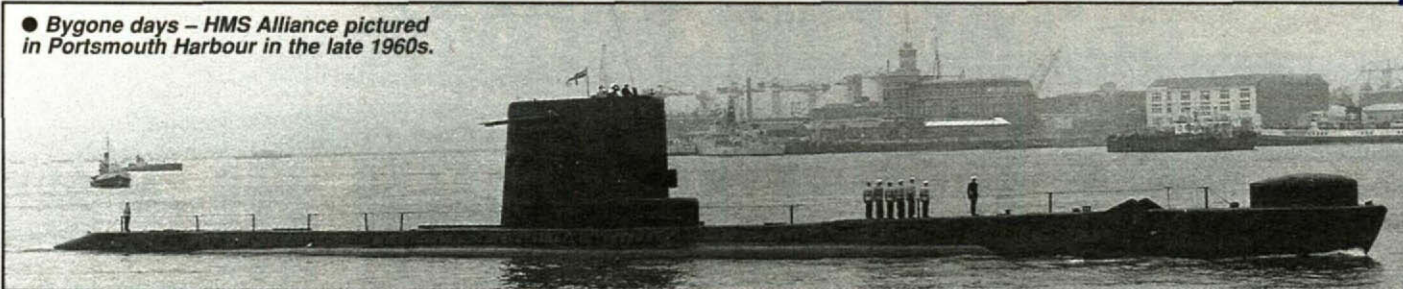
NAVY men captained two teams to major successes in the Culinary World Cup in Luxembourg.

WOCA Nick Vadis, of HMS Raleigh, led the four-strong team in the 46-strong regional contest. The team were world champions in the Kitchen and Larder class and third in the Pastry division.

WOCA Vadis took one gold, a team silver and two bronzes as a personal tally, while Raleigh team mate CPOA Dave Galpin took silver and team silver.

C/Sgt Steve Galloway, of the Commando Logistic Regiment led the military team to third place against nine other teams in the Hot Kitchen class, taking team gold and silver, while LCH Bob Brown (COMUKTG), first reserve, was awarded a commemorative decanter.

● Bygone days – HMS Alliance pictured in Portsmouth Harbour in the late 1960s.



# Sandown scoops prize

CLASS ship HMS Sandown has proved her class – by winning a trophy for outstanding performance.

The ship was awarded the annual Thompson Marconi Minewarfare Efficiency Trophy for excellence within that specialised field,

against stiff competition from others in the Mine Countermeasures Flotilla.

As the Sandown class is widely acknowledged as the most capable vessel of its type in the world, the first of class now claims to be “the best of the best”.

“It has been a very busy year for

the ship, and I am delighted that the hard work and professionalism of the ship’s company has been rewarded,” said the Commanding Officer, Lt Cdr Paul Jones.

During the assessment period for the trophy, Sandown had a hectic schedule of post-trial refits, shakedown, and work-up to restore operational capability for a six-month Gulf deployment.

In company with sister ships Bridport and Inverness, she completed a testing series of multinational exercises, defence sales demonstrations and trials, breaking new ground in the use of variable-depth sonar to combat the difficult operating conditions in

the Middle East.

Sandown’s operational excellence was matched by the reliability of her equipment throughout the 16,000-mile round trip, during which the ship visited 19 countries.

“Despite the ship being the oldest of the class, it is great to see her leading the pack within the flotilla and helping to maintain the UK’s position at the forefront of minewarfare,” said Lt Cdr Jones.

Sandown is currently on a six-month tour of duty with the NATO Channel standing force SNFC, conducting exercises in the UK, the Baltic and Mediterranean.

● Sandown cutaway – centre pages

## Reunion to mark Alliance jubilee

A GATHERING of past crew members is one of the events planned to mark the Silver Jubilee of the decommissioning of HM Submarine Alliance next month.

Alliance now stands high and dry at Gosport – she was transferred to the RN Submarine Museum in 1978.

She is part of the submarine memorial complex, where she stands as a tribute to the 4,334 British submariners who died in both world wars, and to the 739 men lost in peacetime submarine disasters.

Alliance is fully restored to her active service condition, and is fully open to the public.

She made her fair share of news during her career – not always for the right reasons. In 1947, the year she was completed, she made a record-breaking underwater journey of several weeks – according to the museum, no submarine previously had been able to remain submerged for more than 48 hours.

But in 1968 she became stranded for several days when she ran aground off Bembridge, Isle of Wight.

She was taken out of service in 1973 and relegated to harbour training.

## Sailors mourn dog-watch Jack

A FORMER stalwart of the guardroom at HMS Mercury has died at the ripe old age of 16.

A young Jack Russell wandered into the now-closed base at Petersfield in 1983 and was quickly adopted as a mascot, officially enlisting at the Captain’s Table on August 12 as JMEM J. Russell, service number DOG001.

He was described as “reasonably well-mannered” and “an all-round sports enthusiast, especially if balls are involved.”

His previous trade was described as rat-catcher (“though he never showed any inclination towards this career while in the Service.”)

He retired some time ago, with just an addiction to wets of tea to show for his Naval service – he was treated to the guardroom dregs throughout the day.

He maintained his links to the end, with regular visits to HMS Excellent and RMB Chivenor.

He leaves behind his long-time partner Jilly and his owners, who sorely miss him.



● Making his mark – J. Russell signs on, watched by the then Captain of HMS Mercury, Capt William Chatterton Dickson, and Jack’s sea daddy AB David Worswick.

## Cromer deemed surplus

ONE OF the Navy’s most advanced warships is due to be taken out of service within three years.

Sandown-class minehunter HMS Cromer is expected to be decommissioned in 2001 as a consequence of last year’s Strategic Defence Review, following a change in the level of requirement for such ships.

With newer Batch 2 Sandowns being built by Vosper Thornycroft, Cromer was deemed to be surplus to requirements, said a Ministry of

Defence spokesman.

He said they would seek the most cost-effective means of disposal of her, which will probably mean she will be sold.

She will undergo some work to keep her operational until she is paid off, but that will fall short of the full refit she would have undergone next month had she remained in service.

Cromer, which displaces 484 tonnes, was launched in 1990, and with sister ship HMS Bridport was the first Sandown minehunter to cross the Atlantic

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## Calling Old Shipmates

**HMS Bulawayo Association** ex German Nordmark: Ron Simmonds is searching for old shipmates, any commission who served in HMS Bulawayo. Contact Ron at 21, Rectory Grove, Wickford, Essex SS11 8EP, tel 01268 733778.

**701 Sgd RM, 1958, A Troop 42 Cdo RM 1959-61:** George Wilkinson, Paddy Grogan, Ben Gunn etc - ring Denis Sparrow, 01453 763552 evenings.

**MLB37, Eastern Med 1944-45:** Harry Swift wants to hear from more shipmates. Contact Harry at 2, Suttonway, Marfleet Lane, Hull HU9 4QZ, tel 01482 705151

**Norwegian Campaign Destroyers:** It is believed that some British destroyers during this campaign painted their gun shields yellow as a means of identifying friend or foe from the air. If you can confirm or contradict this, contact R.J.M. Groves, Battamsley House, Boldre, Lymington, Hants. SO41 8ND.

**HMS Constance 1945-51:** searching for Dicky Dines, Tom Sherris and all who served in this ship at this time. For association and reunion details contact the 'Bosun's Mate' at 43, Old Place, Sleaford, Lincolnshire NG34 7HR, tel 01529 413410.

**HMS Fiedling, Millmece, Staffs:** Wrens Joan Clifford and Greta Jess Hackworthy, to renew acquaintances please contact Joe Simpson, 403, Fairground Street, Winona, MC 38967, USA.

**HMS Marne 3rd Destroyer Flotilla 1943-46:** George Cowley would like to hear from his old 'hoppy', Sid Sheath, who lived in Southampton. Give me ring on 0162 842711, or any other shipmates who remembered me; I am the 'nutter' who bought a monkey in Malta and it went to the top of the mast.

**HMS Unicorn 1949-51:** LA Allen and McCarty; NA Jeffries, Taylor, Malcolm, Jones, Barnard, McGill, Denney, Chorlton, McClean, Smith, Douglas and Rankin; all Mess 3, Aircraft Handlers. Contact the association, 3, Arundel Close, Hemel Hempstead HP2 4QR, or 01442 255821.

**HMS Whitesand Bay Association** are still trying to find anyone who served aboard between 1945 and 1956. For details of reunion in April contact Geoff Nightingale, 268, Galley Hill, Gadebridge, Hemel Hempstead, HP1 3LD, or tel 01442 263405.

**HMS Peacock P239:** I am trying to find members of the crew with a view of a reunion in May at Royal Leamington Spa. Details from Ted Collier, 8, Aston Lane, Hemelham Hill, Henley on Thames, Oxon RG9 3EL, or tel 01491 574241.

**HMS Indefatigable 1952-54:** Ex Sto Mech Brian Phillips is seeking his old 'Sea Dad' Sto PO "Snowy" Logan (Scouse). Anyone knowing his whereabouts, please telephone 01579 362122.

**HMS Vernon Wrens WWII:** Did you live at Moorlands Wrens Quarters, Havant, and work in the establishments in the area? Havant Museum has offered us a reunion during 1999. Contact Hazel Mingham (nee Rollason), 4, Andrews House, Lower Sandford Street, Lichfield, Staffs WS13 6QY, or tel 01543 419029.

**HMS Bulawayo Association** is small but growing and is open to anyone who was on board, including original German crew, British crew, RFA crew and any prisoners who were incarcerated whilst she was supplying German surface raiders and U-boats during WWII. Contact Fred Miles, 15, Aivale Street, Bramley, Leeds LS13 4DE, or tel 0113 257 4684.

- Material submitted for this page should be brief, clearly written or typed, and addressed to The Editor.
- Entries are free of charge.
- Items cannot normally be repeated.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.
- There may be a delay before items appear, due to the volume of requests.
- Items pertaining to commercial work, books and publications for profit may be declined through lack of space - in such circumstances the advertising department can help with a paid-for advertisement; contact 01705 725062.

**HMS RALEIGH AGROUND LABRADOR AUGUST 1922.** I am Seeking diaries, photos, news clips, for a new book. Major General Richard Rohmer c/o G. Cooley 24 West Park Ave, Kew, Richmond, Surrey TW9 4AL 0181-878-5972



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# At Your Service



## Reunions

### February

**RN Writers:** The West Country Association of RN Writers hold their reunion dinner in HMS Drake on February 20. Anyone who has worn the 'W Star', including ladies, are welcome. Details from D.G. Jewell, 35, Broad Walk, Saltash PL12 4NT or tel 01752 843416.

### March

**HMS Glenearn** hold their second reunion at Weston-super-Mare in March. For details ring 01228 514570.

**Ceylon Revisited 1999:** All ex-forces personnel, families & friends are welcome to the eighth reunion in Sri Lanka, March 4-20 (Scheduled flights). Contact RG Harrison, 'Gramercy', Woodland Avenue, Hartley, Longfield, Kent DA3 7BZ, tel/fax 01474 704619.

**HMS Loch Fada Association:** Second reunion at Blackpool on March 12-14. Details from Bob Harris, 12, Alandale Road, Sholing, Southampton SO19 1D., tel 01703 391848.

**HMS Venerable Association:** Reunion on March 19-22 at the Somerset and Weymouth Hotels, Llandudno, Contact Bas Redfern, 64, Coppice Road, Talk, Stoke on Trent ST7 1UA, tel 01782 784876.

**HMS Nairana:** Escort Carrier 1943-46; Gibraltar and Russian convoys: the next reunion will be in Torquay, March 30. Contact Bill Blinston, Cott Holland, Staple, Dartington, Totnes, Devon TQ9 6HR, tel 01803 862475.

**HMS Glory Association:** Reunion and AGM at the Nautilus Club, Bishopsgate Street (Nr Fiveways), Birmingham on March 19-21. Further details from Peter Warde, 91 Dingleberry, Olney, Bucks MK46 5EU, tel 01234 711611.

**Malta:** A reunion visit to commemorate the 20th anniversary of the RN's final departure from Malta will be held on March 25-April 1. Parades, functions, events, presentations, hospitality etc. Details from Oliver Wright, 1, Denham Close, Maidenhead, Berkshire SL6 4RN.

**40 Royal Marines Commando (1942-46):** Association: March 26-29 at Shanklin, Isle of Wight, incorporating the unveiling of our memorial at Eastney on Saturday morning, March 27. Contact Peter Fisher on 01590 644559.

**RNXX East Anglia Group Annual Reunion** is at The Shipwreck, Shotley Marina (formerly HMS Ganges Enright Block) on March 28. HMS Ganges Museum will be open. Guests are welcome. Contact Peter Brooke, 7, Penn Close, Capel St Mary, Ipswich IP9 2UE, or tel 01473 310189.

### April

**DHSA 561 Club,** Yeovilton, will hold its anniversary ball on April 1. Former staff are welcome. Details from Sqn Ldr M Willis 01935 45373, MOD 93510 ext 3573, or Mrs B. Simmons ext 3716 or write: HS 23b1/1, Gazelle House, Yeovilton, Yeovil, Somerset BA22 8HJ, tel MOD 93510 ext 3716.

**HMS Wizard and Cadiz Joint Association** welcome all commissions, ranks and rates to the AGM at the Trecarn Hotel, Torquay, to take place from April 9-12. SAE please to Harry Fox, Maroheto, Church Lane, Meriden, Coventry CV7 7XH, or tel 01676 523296.

**HMS Hermes** next reunion is April 9-12 at the Royal Fleet Club, Morice Square. Wartime and post-war Hermes shipmates invited. Contact P J Baptie, 16, Virginia Close, New Malden, Surrey KT3 3RB, tel 0181 949 5648.

**HMS Decoy Last Commission 1967/70** have a reunion at the Queens Hotel, Portsmouth on April 16-18. Contact Alf Singleton, 42, Uplands Crescent, Fareham, Hants PO16 7JY.

**HMS Ladybird Association** are holding their 11th reunion on April 17 at the Home Club, Portsmouth. Details from Terry Cooper, 28, Hoggrove Lane South, Malton Road, York YO32 9TG, tel 01904 425883.

**HMS Whitesand Bay Association:** Anyone serving aboard between 1945-56 is welcome to the next reunion on April 20 at the Home Club, Portsmouth. Contact Geoff Nightingale, 268, Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel 01442 263405.

**HMS Nelson battleship:** Arthur Bush is trying to contact Ted Dowling, mates in 1943-1945. Contact Arthur at Flat 1, 50, Hafod Road, Hereford HR1 2SQ, tel 01432 265050.

01442 263405.

**HMS Warrior Female Senior Ranks Reunion Mess Dinner:** Female senior ranks past and present who would like to attend the dinner on April 21 at Warrior, price £30, are asked to contact POWRENRS Hillis on 01923 838083.

**HMS Middleton (L74) Association** hold their reunion at RNA Club, Leamington Spa on April 23-24. Newcomers please contact Mike Alston, 6, Belmont Park Road, Maidenhead, Berks SL6 6HT, tel 01628 629655.

**HMS Consort Association** reunion at the Trecarn Hotel, Babbacombe, Torquay on April 23-25. Details from J.N. Brewer, 31, Legis Walk, Plymouth, Devon PL6 7DE, tel 01752 783064.

**Four Ships, Yangtze incident:** 50th reunion at Plymouth on April 24. Further details from Don Redman, 6a, Quantock Road, Bridgewater, Somerset TA6 7EQ, tel 01278 451765.

**HMS Sefton LSI Far East 1944-46:** Next reunion at Birmingham on April 24-25. Details from Bob Tansel on 01789 762282.

**480 Kings Squad RM** will hold their reunion at the Royal Sailors Home Club, Portsmouth on April 26th-28. Details from Len Holmes, 57, Jones Lane, Hythe, Southampton SO4 6AW, tel 01703 842284 or Peter Hodges, 11 Goffton Ave, Cosham, Portsmouth PO6 2NG, tel 01705 375621.

**HMS Mohawk:** Shipmates from the 1938-41 destroyer, contact Ray Bromley on 01703 243175.

**HMS Leeds Castle:** Falklands 1982, reunion 1999. Interested? Contact Dave Shoemaker 01665 712598 (after 1900) or Jim Harding 0191 386 6320.

**HMS Grenville Association 1943-46** in company with HM Ships, Ursa, Undaunted, Urania, Ulster and Ulysses will be holding their reunion in Blackpool. Former shipmates contact R Durber, 4, Sir Winston Churchill Close, Binley Woods, Coventry, Warks CV3 2BT, tel 01203 542978.

### May

**HMS Unicorn Association** reunion in Weston-super-Mare. Those who served, trained or were transported are welcome as members. Contact E (Boz) Bosworthick, 3, Arundel Close, Hemel Hempstead HP2 4QR, tel 01442 255821.

**Landing Craft Gun & Flak Association** will hold their next reunion at the Royal Sailors Home Club, Portsmouth, on May 4-6. Further details from Maurice Allen, 8, Leys Road, Wellingborough, Northants NN8 1PN.

**HMS Opossum F33 Association** will be holding their reunion at the Gateway Hotel, Nottingham, on May 7-8. Still seeking shipmates who served aboard between 1945-1958. Ladies and guests welcome. Contact Harry Caterson on 01642 881770 or Stan Oldfield on 0191 286 1763.

**Association of Wrens (Exeter Branch)** are holding their 50th anniversary weekend on May 7-9. Full details from Mrs E. Harris, 59, Blackthorn Crescent, Exeter, Devon EX1 3HQ, enclosing a large SAE, please, or tel 01392 465206.

**'V & W' Destroyer Association** will hold their reunion at the Royal Fleet Club, Devonport on May 13-17. Details from C. Fairweather, Stable Cottage, West Bergholt, Colchester CO6 3JQ, tel 01206 240614.

**HMS Concord Association** hold their reunion in Portsmouth Dockyard from May 14-16. Details from Peter Lee-Hale, 3, Castlefields, Caine, Wiltshire SN11 0EA, tel 01249 811405.

**HMS Swiftsure Association:** A mini-buffet reunion will take place at Watford on May 15, 1200 to 1700. Details from David George, 'Mullion', Shipton Green, Itchenor, Chichester, West Sussex PO20 7BZ, or tel 01243 512998.

**HMS Diadem Association** reunion at the King Charles Hotel, Gillingham, Kent, on May 15 at 7pm (Up spirits at 6.30pm). All association members are invited; any former shipmates of this WW2 cruiser wishing to come aboard please contact Peter Burnand, 17, Greystone Avenue, Bognor Regis, West Sussex PO21 5EA, or tel 01243 864680.

**Battleship HMS Nelson** will hold their next reunion in HMS Nelson on May 15. Details from George Treadwell, 31, Clyde Road, Gosport, Hants PO12 3DN, or tel 01705 725552.

**HMS Glasgow Old Boys Association** reunion will take place in Portsmouth on July 10-11. Tickets £9.50, late licence and a free tot. Details from Allan Mercer, 89, Royal Avenue, Widnes, Cheshire WA8 8HJ.

01705 521504.

**HMS Vectis Ex-Wrens Club** reunion is at the Royal Sailors Home Club on May 18. Details from Mrs I.M. Preston, 4, Chestnut Road, Martock, Somerset TA12 6DP, tel: 01935 824502.

**Scharnhorst Bordkameraschaft** are holding their reunion at Hitzacker am Elbe from May 27-30. Details from Wolfgang Kube, 56075, Koblenz, Naumburger Strasse 16. British RN veterans and wives are again cordially invited. Tel. 01925 572827 (UK).

**HMS Suffolk Reunion,** all commissions welcome, at Stratford-upon-Avon, May 28-30. SAE to A.E. Emanuel, 1, Channon Court, Maple Road, Surbiton, Surrey KT6 4RS.

### June

**723 (CS) Squad RM (1959-60):** Second reunion takes place in June. For more details contact Dave Prichard on 01222 790233, or Tony Daker on 01902 631951.

**HMS Tatoo, HMS Pique, 40MSF 1943-46** have a reunion planned at Portsmouth June 1-2. Details from Arthur (Joe) Rue, 30, East Drive, Blunsden Abbey, Swindon, Wilts SN2 4DP, or tel 01793 724490.

**HMS Tormentor, Warsash:** The final reunion for personnel of LCP (L) flotillas, Wrens, Engineers, Base staff and LCI (S) flotillas is planned for June 6 at the Rising Sun, Warsash. Contact Rhona Moody on 01489 575494, Ken Scott on 01202 889574 or Fred Baker (LCI's) on 01279 438538.

**888(PR) Naval Air Squadron, Ceylon & East Indies Fleet 1944-45:** reunion planned for June 7-9 at the Talbot Hotel, Southampton. Contact Maurice Smith, 28, Ashwood Drive, Humberston, Grimsby DN36 4TX, or tel 01472 816440.

**HMS Liverpool Association** are to hold a reunion at HMS Nelson, Portsmouth, on June 12. All ranks, ratings and commissions are invited. Details from John Waters, 2, Dewberry Road, Wordsley, Stourbridge, West Midlands DY8 5XJ.

**National Children's Home, Sheringham, Norfolk:** there will be a reunion on June 25-26 for all old girls and boys, staff, friends and supporters at St Andrews Church Halls, Cromer Road. Please contact Shirley Phyllis (Chambers) for details, at 14, Hildreth Road, Prestwood, Great Missenden, Bucks HP16 0LU.

**RNPBTA:** The Royal Naval Physical Training Branch Association will hold its biennial reunion at the Portsmouth Royal Sailors Home Club on June 25. Details from the Honorary Secretary, CPOPT Rob Giles, HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB tel 01705 725552.

### July

**HMS Glasgow Old Boys Association** reunion will take place in Portsmouth on July 10-11. Tickets £9.50, late licence and a free tot. Details from Allan Mercer, 89, Royal Avenue, Widnes, Cheshire WA8 8HJ.

### September

**HMS Newcastle 1952 - 58:** If you served on the Far-East station, come aboard for the next reunion at the Post House, Newcastle upon Tyne, Sept 4. Details from Ray Young, 109, Westernmoor, Washington, Tyne & Wear NE37 1LT, tel 0191 416 7959 or e-mail RYoung25@Compuserve.com

**HMS Bulawayo Association** reunion to be held on the second weekend of September at Eastbourne. Details from Ron Simmonds on 01268 733778.

**BRNC Dartmouth (1974/75):** A reunion for the officers who joined and/or passed out during 9/75 and 12/76 will be held at BRNC Dartmouth on September 11. Contact Cdr E

McNiar RN, Room 1247, MOD Main Building, Whitehall, London SW1A 2HB, tel 0171 218 2339.

**HMS Indomitable Association:** Reunion at HMS Nelson, Portsmouth on September 17-19. Any former crew members who are not yet members of the association are requested to contact Ron Sloan, 5, Somerset Place, Sale, Cheshire M33 1HW, enclosing a SAE for the membership and reunion details.

**HMS Formidable Association:** Annual reunion at Donnington Thistle Hotel, East Midlands Airport, Castle Donnington September 17-19. Remembrance Service, St Andrews Church, Kegworth. Ship's company, Marines and squadrons all welcome. Contact Betty Smith, 78, Fosseway, Syston, Leicester LE17 1NE, or tel 0116 269 4019.

**HMS Renown Association** reunion will be at the Somerset and Wavercrest Hotels, Central Promenade, Llandudno September 23-26. Details from Alan Ware, 4, Silverdale, 13, Lancaster Road, Southport PR8 2LF, tel 01704 560481.

**HMS Tiger:** Due to demand this reunion is now open to all years and planned for September 24-27 at Pontins, Blackpool. Everything is included in the price of £70 food, accommodation, entertainment and a coach to pick up at three designated points. Contact Dennis (Doc) Porter, 54, Wrenfield Road, Newtown Estate, Stockton on Tees TS19 0BD, or tel 01642 644389.

### October

**HMS St Vincent Association** have a third reunion planned for October. For details of membership and reunion contact Mike O'Leary, tel/fax 0171 628 1473, or e-mail 106373.321@compuserve.com

**HMS Cardigan Bay 1944 - 62:** Next reunion is at the Highland Hotel, Strathpeffer, Scotland, on October 1-3. For reunion and membership details contact Mike Solomons (Pres) on 01977 676072 or Donny Grier (Treas) on 01294 465192.

**Jervis Division FAA Air Artificer Apprentices (1945)** hold their next reunion on October 6 at the Home Club, Portsmouth. Anyone not on the mailing list contact John Platts, 56, Wheatlands, Fareham, Hants PO14 4SL, or tel 01489 579986.

**HMS Antrim Association** will hold their next reunion at the Trecarn Hotel, Torquay October 8-10. If you are interested in attending or membership contact Terry Bullingham on 0121 429 2428.

**HMS Swiftsure Association** annual reunion at the Alveston Hall Hotel, Nantwich, on October 8-10 (three nights half board). Details from David George, 'Mullion', Shipton Green, Itchenor, Chichester, West Sussex PO20 7BZ, or tel 01243 512998.

**HMS Duchess Association** will have their fourth reunion at the York House Hotel, Eastbourne, on October 8-10. All commissions welcome. Contact Gordon Phipps, 3, Holt Weir Close, Templar Road, Oxford OX2 8NW tel 01865 559935.

**HMS Indomitable Association** are holding their reunion at Babbacombe, Devon, on October 8-10. New members and guests welcome. Contact Peter J Hillman, 15, East Mead, Pagham, Bognor Regis, West Sussex PO21 4QT, or tel 01243 265901.

**RN, RM & WRNS 9th Australia & New Zealand Trafalgar Reunion** will be held in Adelaide, Australia, from October 15-17. Further info from Reunion Secretary, PO Box 233, Brighton, South Australia 5048.

**HMS Calder of the 4th Escort Group** is holding a Millennium reunion at Salisbury in October and invites all shipmates from the Calder. For details ring Harry Fine on 0181 455 9400.

## MOD VETERANS' ADVICE UNIT HOTLINE:

08456 02 03 02

Monday to Friday 09.00-17.00

Answer phone service out of hours.

Calls charged at local call rates.

## Over to You

**HMS Whitaker,** damaged by torpedo in November 1944. Would any surviving shipmates or anyone having knowledge of ship or crew contact Peter Phelps, son of Ben Phelps, killed on the above date. Write to 1, Bigbury Way, Torquay TQ2 8BA.

**HMS Ludlow:** Can anyone tell J. Wilson what happened to the ship's bell? He also took some photos of the ship's White Ensign whilst in St Laurence's Church, Ludlow recently. If anyone wants a copy I will gladly supply one. Contact him at Acadia, 9, Clifford Rd, North Berwick, East Lothian EH39 4PW.

**HMS Electra:** Bruce Constable needs a photo of Electra, sunk in the Java Sea Battle, that he can put on the Java Sea page on his website. All pictures returned. Contact Bruce at 46, Brantwood St, Sans Souci, NSW 2219, Australia, email spruso@ozemail.com.au. The website is at [http://www.ozemail.com.au/~spruso/home\\_page.htm](http://www.ozemail.com.au/~spruso/home_page.htm)

**"Ma Rafferty's Lads":** are any still around? Did you stay with "Ma Rafferty" in Johannesburg during WWII? Contact her daughter, Peggy, who would like to arrange a reunion. Peggy Garratt, 25, Rosehaven Retirement Village, Willow Rd, Hurlingham, Johannesburg 2196, South Africa, tel 011 783 6827, fax 011 883 9038.

**Naval Party, 'The Hornblowers':** Do you remember the experiences of these men who restored and repaired facilities along the North African coast? Contact John Copper, 18, St Mary's Grove, Seasalter, Whitstable CT5 4AF, tel 01227 261782.

**Order of the Winged Boot:** Does anyone know about this order or the incident that occasioned being made a member? Does anyone know of S/Lt K.E.D. Taylor (P)RN, a pilot on HMS Avenger? Contact Dr D.A. Taylor, 74, Woodcote Rd, Caversham Heights, Reading RG4 7EX.

Jack Mason, late father of Sarah Mason,

served on the echo sounding yacht Chico, and won the DSC at Dunkirk. In 1942 he went to Orca (Seahawk) Ardsheip, was at Lochinvar, and Nova Scotia to help commission MMS 197, which he took to Ceylon. He then took command of BYMS2232 and was involved in the capture of Rangoon. Sarah seeks more details - contact her at 3, Church View, Broxbourne, Herts EN10 7AB, or email 101336.233@compuserve.com

**My Eighteen Years in Submarines,** a book written by Lt Cdr John (Jack) Vivian Trevor, is being sought by his grandson. It is thought that he also served on a carrier named HMS Nairana. Any information to Victor Trevor on 01932 575239.

**HMS Lanka (Colombo):** Would anyone with information about Master at Arms AER Jenkin, who died of typhoid in the RNA Hospital, Colombo, in April, 1943, please contact Mr K. Miller, 115, Stanborough Road, Plymouth, Plymouth, Devon PL9 8PJ, or tel 01752 401930.

**TS Arethusa (Medway):** Any information, fact and history, required. Any photos will be returned. Contact A.G. Ibbotson, 31, Coopers House, 90, Whitecross Street, London EC1Y 8TD.

**Victory Medal 1914-19:** I have been handed this medal inscribed K 3359 P.A. Wagner, Act.Ch.Sto. RN. I would like to give it to any relative who contacts me. J.L. Penfold, 4, Millfield, Lambourn, Berkshire RG17 8YQ.

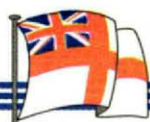
**HMS Consort (April 1949):** Does anyone have photos of the damage to Consort, after her trip down the Yangtze. HMS London, on her way up the Yangtze, came alongside. HMS Constance tied up alongside in Shanghai. 50th Anniversary in April. If you can help, contact T J Flanagan, 7 Ennis Close, Hale Village, Liverpool L24 5RT.

Scharnhorst: Bletchley Park Museum

would be very grateful for copies of any photographs related to the chase and sinking of the Scharnhorst in December, 1943. Contact John Gallehawk, Bletchley Park Museum, The Mansion, Bletchley Park, Bletchley, Milton Keynes MK3 6EF.

**HMS Wild Swan 1942:** Lost 17 June; did you serve in her? **HMS Foresight 1942:** Lost 12 August during Operation Pedestal; were you serving in her at this time? **HMS Ithuriel and Pathfinder,** sank Italian submarine Coboalto, 12 August, and **HMS Wolverine,** sank Italian submarine Dagabur, 12 August during Operation Pedestal: were you serving in any of the ships at this time? Contact Jim Burnhams, 12, Butts Close, Honiton EX14





# Royal Naval Association



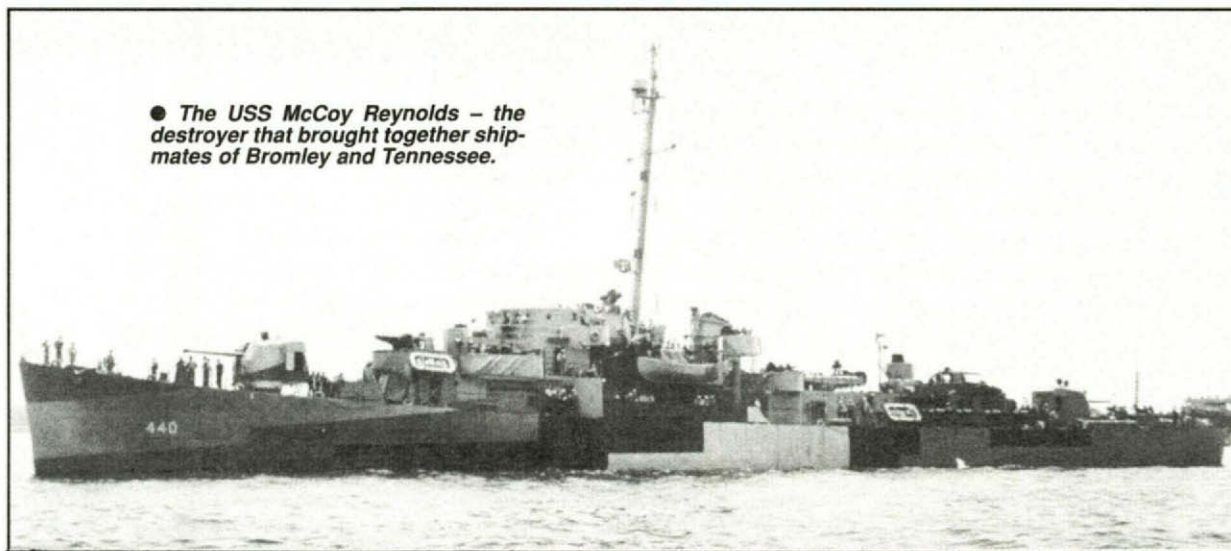
## Bromley in link-up with the real McCoy

SHIPMATES of the RNA's Bromley branch have established special links with former members of the ship's company of one of the USA's most famous wartime destroyers.

They have started an affiliation with the USS McCoy Reynolds branch of American naval veterans based in Tennessee.

The McCoy Reynolds, an escort destroyer built in 1943, served in some of the bloodiest campaigns in the Pacific war, breaking records by shooting down hundreds of Japanese aircraft at Okinawa.

Her glory days are kept alive by the



● The USS McCoy Reynolds – the destroyer that brought together shipmates of Bromley and Tennessee.

USS McCoy Reynolds branch, the link with Bromley branch stemming from the fact that one of the Bromley members, Shipmate Ray Martins, served on NATO detachment in the ship after she had been transferred to the Portuguese Navy.

Ray often visits the McCoy branch, one of whose veterans, Walt Goolsby, is an honorary member of the RNA.

The McCoy Reynolds' eventful career included the rescue of 40 men in the Caribbean, participation in the Battle of Leyte Gulf, the sinking of two

enemy submarines and the occupation of Sasebo, Kyushu and Nagasaki.

She was retained in the US Fleet until 1957 when she became the Portuguese Corte Real. She remained in service with that navy until she was paid off and scrapped in 1968.

## Shipmates getting in tune with the stars

MUSICAL heights have been scaled by Royal Leamington branch's male voice choir since it was formed in 1972 by a small group of enthusiastic singers.

It has performed with other choirs in the Royal Albert Hall, De Montford Hall, Cardiff Arms Park and in Hyde Park for the VE Day commemoration, sharing the lime-light with stars such as Shirley Bassey, Sir Cliff Richard, Tom Jones and Dame Vera Lynn.

The choir's repertoire is very large – from traditional male voice items to modern pop, and the range is expanding under its present musical director, Shipmate Russell McKie assisted by pianist Sheila Schon-Kirby.

The choir is much in demand and is on the look-out for new members, who can sign up at rehearsals at the RNA Club, Adelaide Road each Monday.

Recruits who are not ex-Naval are made honorary members.

### In Brief

THE 80th birthday of one of the last survivors of HMS Glowworm, Shipmate Fred Smith, was celebrated by fellow shipmates of South Liverpool branch. Fred was captain of B gun during the destroyer's heroic action against the German cruiser Hipper in 1940.

TRIBUTES were paid to Shipmates Ron Stokes and Bob Saxby of Redruth and Camborne branch for never failing to attend parades regardless of the weather.

A COMBINED effort by members of Woking RNA and the local Royal British Legion raised £10,800 for the Poppy Appeal.

DEPUTY Flag Officer Sea Training, Capt Mark Kerr, was guest of honour at St Austell branch's Trafalgar dinner.

IN RECOGNITION of her many years service to Beccles branch, Shipmate Joyce Jones, a wartime member of Queen Alexandra's Royal Naval Nursing Service, and branch vice president, was made a life member.

### Around the Branches

#### Falmouth

Over 100 shipmates and friends were at a dinner dance attended by RNA General Secretary Capt Bob McQueen and his wife.

Others there included the Mayor and Mayoress of Penryn, Cllr Len and Mrs Jane Brokenshire, and branch president, Vice Admiral Sir James Jungius and Lady Jungius. They were welcomed by branch chairman, Shipmate Harold Thompson.

A painting donated by Mrs Joan Kipling was raffled and won by Mrs McQueen. Tributes were paid to Shipmate Dorothy Giles, organiser of the event, and to Shipmate Bill Marshall who provided floral gifts for the ladies.

#### Mitcham, Morden & Wimbledon

With membership holding at over 100, finances are in good order, committees functioning well and bookings already accepted up to November.

The branch and club are a popular venue for visiting shipmates, but the traffic is not all one-way: in the past year members visited

branches and clubs in Sussex, Kent and Essex, and the standard was paraded at many events. For membership details contact the branch's social secretary, Shipmate Fred, on 0181 241 0030 at lunchtime.

#### Ferndown

Friends and colleagues mourn the loss of branch standard bearer Shipmate David Oliver, who last paraded at the Poppy Appeal band concert at Lyndhurst.

After seven years in the Navy from 1949 – including Korean War service in the Algerine-class minesweeper HMS Magicienne – he worked for the Fire Service and Coastguard Rescue as well as helping Parkstone Sea Cadet unit.

#### Hanworth

A party was held for children and grandchildren of members, and the ladies section organised an old-time musical night in aid of local charities, raising £800.

A carol service and concert was attended by 180 shipmates and guests, the service being conducted by the chaplain, the Rev. Paul Williamson, and the music being provided by the 27-strong Surrey Yeomanry Band.

#### Isle of Sheppey

There was a full house for an Olde Tyme musical evening with buffet supper. Guests included the chairman of No. 2 Area, Shipmate Jack Harris and his wife, and shipmates from Bromley and Sittingbourne.

During the evening Shipmate Dickie Bird, founder secretary, was

presented with life membership by Shipmate Harris.

#### Atherton

Founder member, Shipmate Frank Wilson, who is also branch treasurer and standard bearer, has been made a life member.

The chairman, Shipmate Frank Berry, and Shipmate Peter Wilkie represented the branch at the

unveiling in Liverpool of the statue of Capt Johnnie Walker.

#### Capenhurst

When members of HMS Broadsword Association held a reunion in Chester the branch responded as in past years by arranging a Navy Nite, including a disco, for 90 of their old Broadsword friends.

### PICTURE PUZZLE



OUR December puzzle winner was N. Patrick of Seagrave, Leicestershire. He identified the ship as HMS Venus, built as a destroyer in 1943, and converted to a frigate in 1952. She was scrapped in 1972.

The winner's reply was picked at random, and he receives our prize of £30.

This month's picture is of a World War II cruiser – but which one? One clue: she started with three but ended with two...

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw

to establish a winner. Closing date for entries is March 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your

envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our April edition. The competition is not open to Navy News employees or their families.

#### MYSTERY PICTURE 48

Name .....

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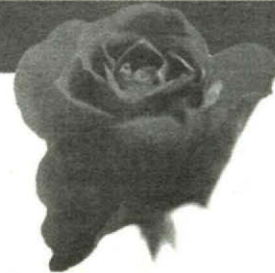
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## NEWSVIEW

# The acceptable face of heroism

**B** RITAIN and the USA each have at least two battles that provide endless discussion, in both cases mostly centring on the personalities of the principals involved.

For us it is Trafalgar and Horatio Nelson; our American cousins have the Little Bighorn and George Armstrong Custer.

Both very different in terms of scale and historical significance – but both offering curious parallels in popular mythology.

Navy News has lately received a good many books for review that have no obvious naval reference. Publishers must just tap in "military" and then send off copies to the whole list without bothering to check it through.

Custer was likewise a touch reckless when considering his target audience.

Even so, we were glad to receive a copy of *Son of the Morning Star*, Evan S. Connell's civilised, compassionate and immensely readable study of the background to the US Army's most embarrassing defeat, now reissued in paperback by Pimlico.

Not least because it offers a timely contrast in myth-debunking.

Nelson missed by just 20 or 30 years the advent of photography, so we can't really tell what he looked like. We have photographs of Custer – but they are a bit disappointing. Long Hair (one of the several names the Sioux applied to him) actually cut off his famous flowing golden locks before going on campaign as a sensible precaution against lice. Also, he was going bald. Both of which may explain why nobody bothered to scalp him – although there may be another, more interesting reason.

Nelson, recent research has shown, was likewise a blond, his hair only temporarily turned white with the shock of the amputation of his right arm at Santa Cruz. By 1805, if the surviving snippings taken at the time are genuine, some of it had been restored to the original colour.

Both men were married and each had one intriguing mistress. A great deal is known about Emma Hamilton, of course – but not much about Me-o-Tzi, a young Cheyenne girl alleged to have given birth to an infant with gold-streaked hair...

Both men were by turns vain, vulnerable, convivial, self-absorbed and occasionally testy. The two chief differences between them are that while Nelson was a pretty bright lad loved by his men and brother officers alike, Custer was foolish and headstrong and generally detested by all except a public seduced by the glamour of his self-serving book *My Life on the Plains*. How he ever got to be the youngest general in the Union Army is a mystery that eludes even author Evans. Of his physical courage there is absolutely no doubt, though – and so for long after he blundered into the biggest concentration of hostiles the West had ever seen, most white Americans preferred to believe he simply ran out of luck.

Oh, one other thing. In the course of his career, Nelson lost an arm and the sight of one eye and suffered a few other nasty knocks. Custer went through his with barely a scratch. Except at the end, of course – and even then he escaped the grisly mutilations inflicted upon his companions.

It is said that two Southern Cheyenne women recognised his body, stripped but for his socks, lying on the battlefield. When a bunch of Sioux warriors came by and wanted to cut him up, they explained that he was a relative. And so he was left alone. "They did this because of Me-o-tzi."

The women did take the trouble to puncture Custer's eardrums with a sewing awl, though. They did this to improve his hearing – because seven years earlier, when he smoked a pipe with Medicine Arrow and Little Robe, they had warned him that if he broke his promise and again made war on the Cheyennes, he would be killed. That was poor old George's trouble – he just never listened to friendly advice.

**E**ach generation chooses its own heroes, according to current taste. Ours, more than any other, sets great store by good looks and the facile charm conveyed by the cinema or TV screen.

So the RN Museum's effort in producing a truly lifelike image of Nelson, commendable though it is, matters less than how his contemporaries viewed him.

In fact, if this new model really is an accurate likeness, then he was blond, slight and faintly epicene in appearance. A bit like Leonardo di Caprio, really – and so, like Leo, hardly cast in the heroic mould, as so many critics of his performance in *Titanic* were at pains to point out.

Quite a contrast to bluff, craggy Jack Hawkins in the 1953 film *The Cruel Sea*, Channel 4's brave choice for prime time showing on Boxing Day – a slot you might have expected to be occupied by one of Leo's vehicles.

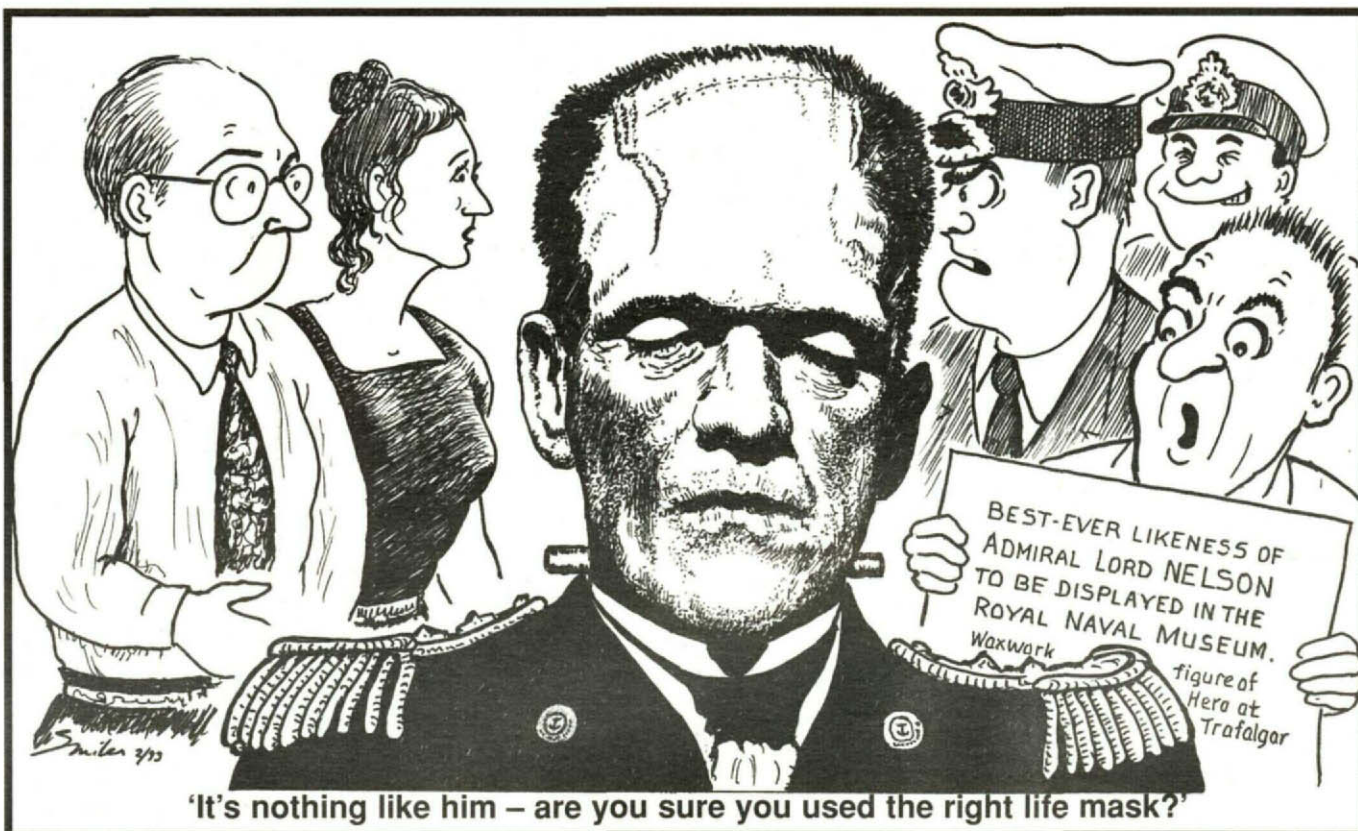
Actually, it stands up to the test of time very well. The RADA accents grate a bit, but nothing much else does – and the horror of the sinking ship sequence is all the more effective for being understated, as when Jack Hawkins, as the ageing CO, claps his hand over the voice pipe to the engine room, shutting out the screams of the men trapped below.

So, taken at face value, who would you rather have at the helm when the going gets tough – Jack Hawkins or Leo di Caprio? Female readers need not respond...

## Lone voice lost

**PADDY** Ashdown was – and so is and always will be – a Royal Marine. His achievements as leader of the Liberal Democrats have been widely recognised – but his decision to step down must be a matter of still wider regret, since he is now the last of our leading politicians to have had the experience of serving with our Armed Forces.

Whether or not he had your vote, his voice as an ex-Serviceman (enjoyed by many British leaders this century, including Prime Ministers Churchill, Attlee, Macmillan, Callaghan and Heath) will be sorely missed.



## MOD SQUARES UP TO MILLENNIUM COMPUTER CRISIS

# Gilbert's big push to beat the bug

**C**OMPUTER problems arriving with the year 2000 date change pose a challenge for the Armed Forces second only to Operation Desert Fox in the Gulf, warns Defence Procurement Minister Lord Gilbert.

He told *Navy News* it was vital that action was taken now "to ensure that critical defence capabilities are maintained across the millennium period."

"Computer-based systems pervade every aspect of our lives, either through individual items that we use every day, such as telephones, or through services provided by companies which themselves depend on computers to deliver their service, such as supermarkets and electricity providers," he said.

"Even equipment we might not initially think of as being vulnerable, such as cars or lifts, contain electronics that are computer-based. Often the date is not required for them to fulfil their function; it is simply programmed in as a convenience to the user, or because the microchip inside the equipment happens to have been programmed with the date at its time of manufacture."

"The Prime Minister has taken a close interest in the problem and has set up a ministerial team to monitor and direct work in the public sector. I was asked by the Secretary of State to represent the MOD on this team, and to be responsible for the day-to-day direction of our Year 2000 programme."

"It is a measure of the importance which the Government attaches to addressing this problem that the team meets regularly, sometimes more than once in a week to review progress."

"I and other MOD ministers receive a weekly briefing on progress and the Chief of the Defence Staff and the Permanent Under Secretary have confirmed that addressing the Year 2000 date change problem is the most important challenge we face outside immediate operational activities, such as our involvement in Operation Desert Fox."

"The Year 2000 programme that we have put in place within MOD is the largest of any of the central Government Departments. We

have around 30,000 systems that use date and time as some part of their process. It seems a large number, but "systems" is a very broad term – it can range from a large computer network, such as CHOTS, to a simple building alarm system.

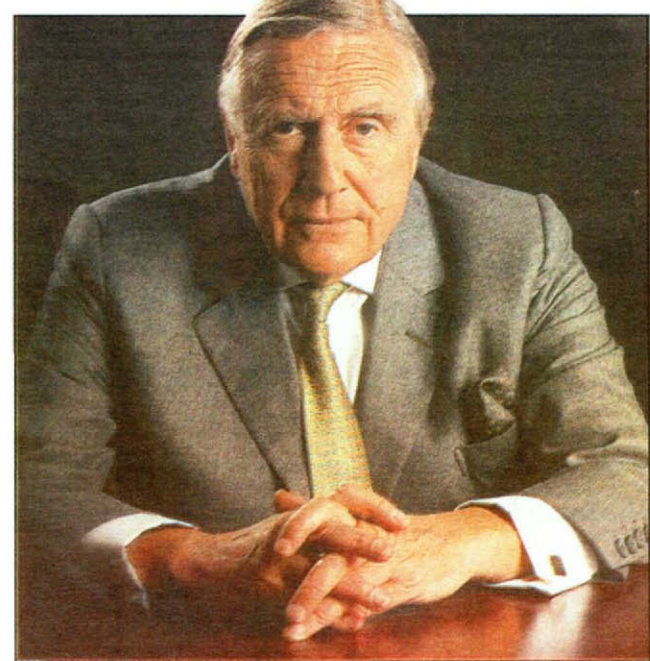
**"So far, about half of these systems have been found to be susceptible to the millennium bug."**

"In order to ensure that resources were directed first at the most important systems, users were asked to review the systems that support each of the key defence capabilities."

"This process has whittled down the very large number of systems to a smaller number – the current count is about 2,000 – of systems that are critical to military operations and to essential Departmental business."

To date, work on over half these critical systems had been declared completed. Projections showed that work on the rest would be completed during this year, with only non-essential systems to be fixed after January 1, 2000.

"Despite the progress that has been made – and I am aware of the effort being put in by many hundreds of staff across the



**"We are only as good as the weakest link in the chain ... Year 2000 work should not be delayed through inaction on anyone's part." – Defence Procurement Minister Lord Gilbert.**

"As well as making sure that our own systems will continue to work correctly, we also have another aspect to consider."

"MOD, like most other large organisations, is critically dependent on others to provide certain key services, such as food, water or

are only as good as the weakest link in the chain."

"The Year 2000 programme is not just about software engineers fixing our computer systems. Each one of us has a role to play. Year 2000 work should not be delayed through inaction on anyone's part."

"If you are a user of equipment that may use date as part of its function, and are unsure of whether it is Year 2000 compliant, then you should ask whether it has been checked."

"You also need to be aware of any plans that have been put in place in the event of unexpected failure of the equipment that you use."

"Much has been accomplished already, but there is now less than a year to the end of the millennium."

"With your help, we can all enjoy the millennium holiday assured that Defence commitments and operational readiness can be maintained."

**'Slippage in the programme could affect our ability safely to mount and support military operations'**

Department – there is no room for complacency. Slippage in the programme could affect our ability safely to mount and support military operations, including those in support of the civil authorities in the UK, over the millennium date change period.

telecommunications.

"It will not be enough to fix our systems; we also need to ensure that those companies that provide us with such services are addressing their own internal systems, and those of their sub-contractors. We



# Harriers impress the US air force

**SEA HARRIERS** from Yeovilton made a big impression on the US Air Force during a series of exercises in Arizona.

Five aircraft from Somerset-based 801 Squadron made the long flight to the States via the Azores and Bangor, Maine, with the assistance of RAF air-to-air refuelling tankers.

Their task was to take part in multi-aircraft combined operations for the US Marine Corps Weapons Tactics Instructor's course at Yuma, which call for Sea Harrier involvement every two years.

During their five-week stay they flew against F5 aggressors, F18s and F16s, whose highly experienced pilots were surprised and impressed with the performance of the Sea Harriers and their operators.

The Sea Harrier's air-to-air combat capability was used to maximum effect and four-days of live attacks on ground targets in the desert, protected by realistic electronic warfare systems, are thought to have been the most intensive ever undertaken by Sea Harriers outside of conflict.

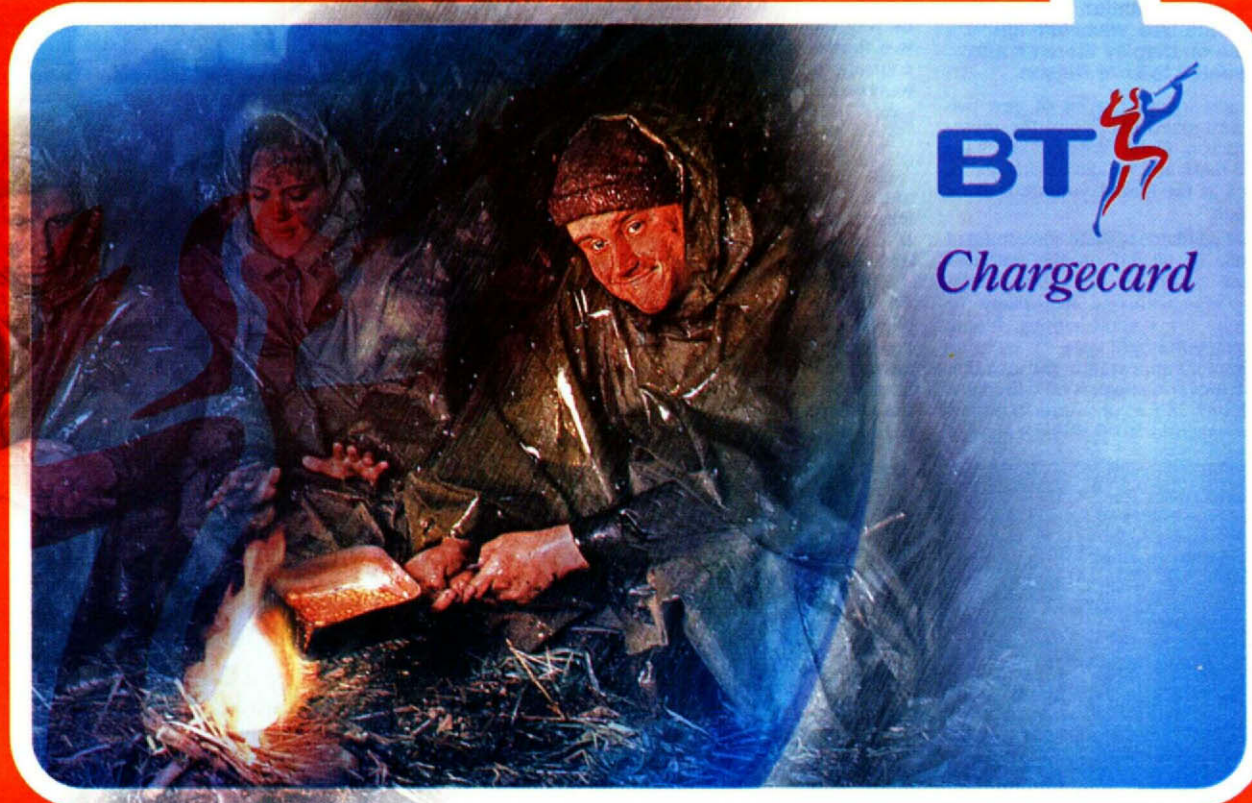
The detachment was also visited by the Captain of HMS Illustrious, Capt Mark Stanhope, who was able to appreciate the tactical complexity of his ship's primary weapon system and its ability to perform against the toughest opposition first hand.

Throughout the trip, the aircrew worked a six-day week and had only one free weekend but the watch system operated by maintainers and engineers allowed some to visit the Grand Canyon, Los Angeles, Phoenix and San Diego.



● TOPPING UP: FA2 Sea Harriers from 801 Squadron refuel from an 38 Group RAF Tristar en route to Yuma, Arizona. Picture: Lt Cdr HGM Mitchell RN.

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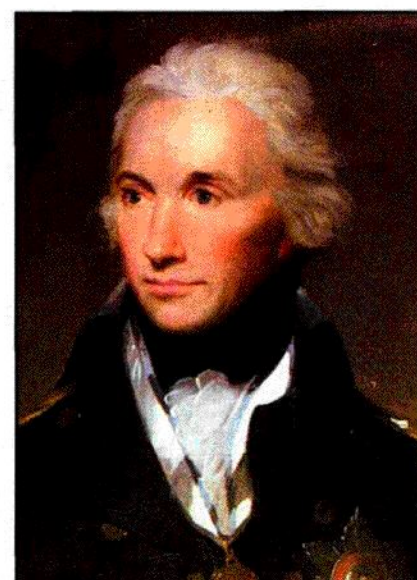
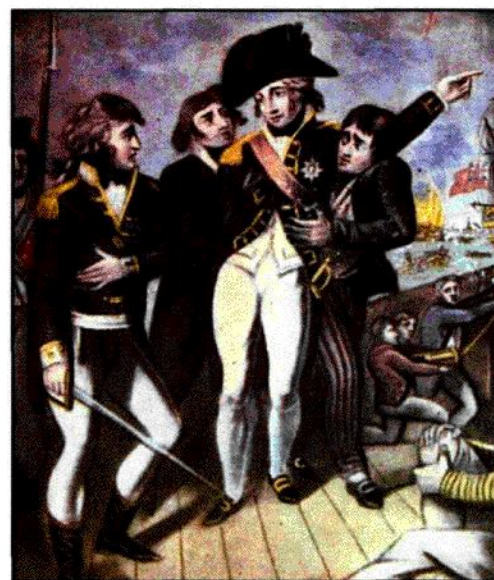
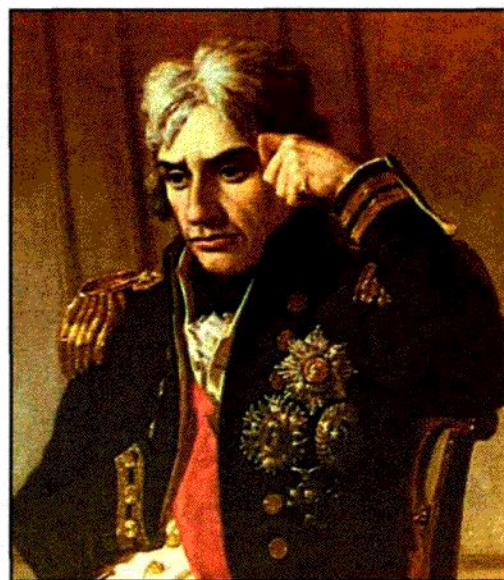
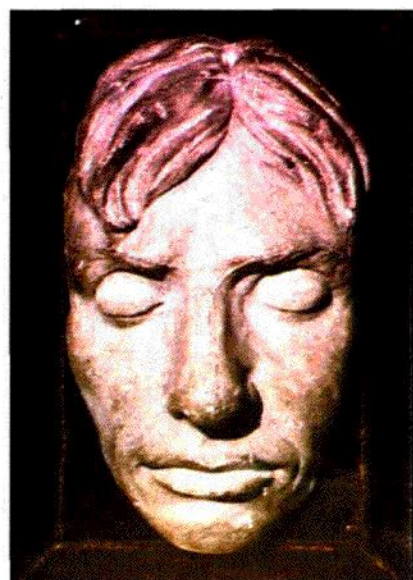
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ARM4



# All these pictures are of the same man – but



## WILL THE REAL NELSON



**W**HAT did Nelson really look like? The question has dogged chroniclers of Britain's greatest admiral throughout our century, writes Anton Hanney.

On face value, the problem should not have been too difficult. Images of him abound. He was a great and popular hero in his lifetime, during which over 40 portraits of him were produced from life. But very few are very much alike.

Confusingly, even the two life-masks that are known to exist cannot be taken as totally true representations of his normal countenance.

Now, however, research undertaken at the Royal Naval Museum, Portsmouth has resulted in what is believed to be the most accurate representation ever made of Horatio – a life-size waxwork figure which has gone on display there as part of a gallery devoted to Lord Nelson.

"We have brought together a lot of new evidence into what he looked like," said the museum's Deputy Director, Colin White. "We have based it on the life-mask and we can be pretty sure that when you look at the model, you are looking at the face of Nelson."

It is a very revealing likeness – and something of a surprise to those of us fed on the accepted mythology. We see before us no gaunt, white-haired, diminutive man with one eye opaque or covered by a patch, but a good-looking, blond, dapper Naval officer with bright eyes.

Of the myths about his appearance, the idea that Nelson wore a patch over one eye is now the most commonly disbelieved. In fact, it's hard to understand how the misconception took shape – none of

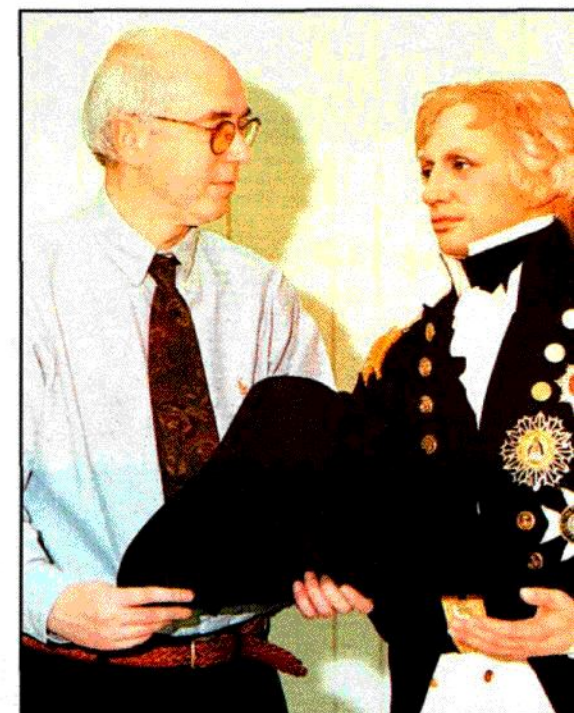
his portraits from life show a patch, and the officers and sailors who saw him also knew that the most he did to shield his eyes was to wear a peak on his cocked hat to protect his good, left eye from strong sunlight. His right eye betrayed little of the injury; it possibly bore a small blemish, but was certainly not marbled.

The Nelson patch appears in more popular representations of his features – on such items as Toby jugs or mass-produced porcelain or other cheap images whose makers were expected to show that, as well as an arm, Nelson had 'lost' an eye. What better way to do it than to give him a patch. The public expected it and, from the surviving souvenirs, it seems his fans were unconcerned as to which eye the patch covered.

It is still widely thought, however, that Horatio was a tiny man. At about 5ft 6in, he would these days be considered short, but for his time – when people were generally much smaller – he was of average height, and most of his contemporaries would not have looked down on him in any physical way, including Napoleon (if they had met) who was shorter. Capt Hardy of HMS Victory was, of course, a notable exception – standing over 6ft he was freakishly tall for his day.

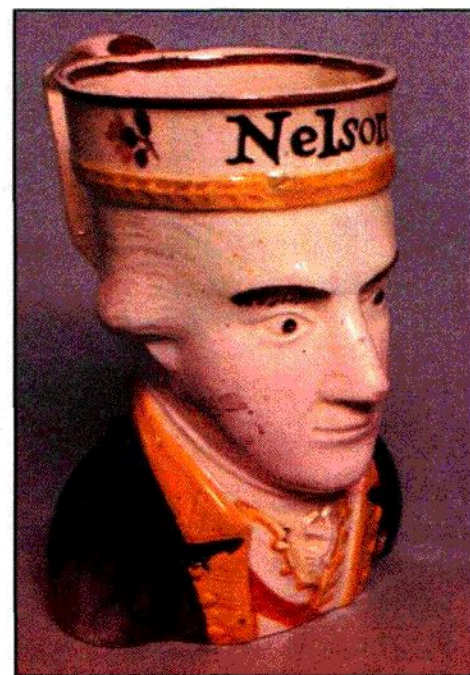
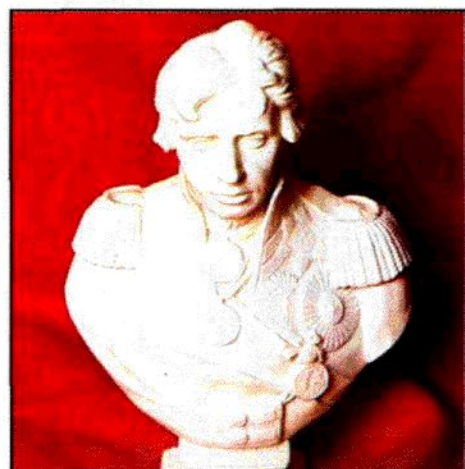
**T**he most important clues as to Nelson's facial features are the life-masks, one of which is at the RN Museum, and the other at the National Maritime Museum, Greenwich. At least one was once thought to be taken after death. It is now believed almost certainly that both were executed when Nelson visited Vienna in 1800.

They formed the basis of an oft-copied bust by Thaller and Ranson, which shows the hero of the Nile looking austere and gaunt, with down-turned mouth and hollow cheeks. So much so that it is easy to see why it was thought the casts had been taken posthumously. In fact, they were taken at a time when Nelson's appearance may still have been influenced by the suffering caused by his



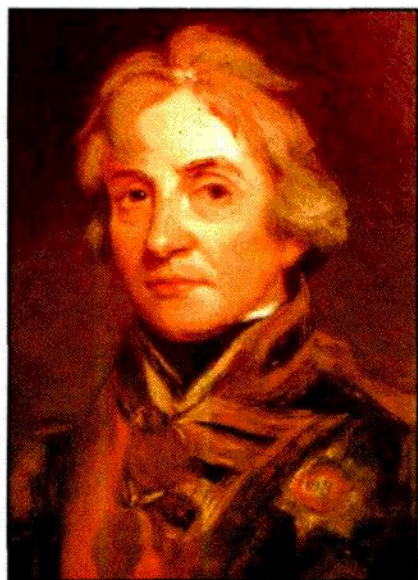
● Nelson's makers – Tony Julius of Gem Display Figures and another man, put the finishing touches to the Royal Naval Museum's new waxwork figure of the great man.

wounds. Three years earlier his arm had been amputated, a major operation by any standards, and in his day – in an age devoid of anaesthetics, blood transfusion and control of pain – the operation would have been a nightmare.





# is this waxwork the true image?



## N STAND UP?



Lesley Edwards of Costume and Lesley Edwards of Costume adjust the Royal Naval Museum's fascinating new image

transfusion, or even any effective way to infection and pain – a case of touch-and-

After the operation he had suffered months of agony which must have left him physically drained. On top of that, at the Battle of the Nile in 1798, he incurred a head wound, the after-effects of which were persistent headaches.

At the time of the likely execution of the masks he was being plagued by stomach problems, dyspepsia perhaps exacerbated by his worry over the state of his marriage and the thought that his career was spent.

It was a low point: "I am so tired, fagged and worn out that the Nelson you knew is gone and but a shadow remains," he wrote to his agent, Alexander Davison, in June 1800. It seems that he just did not look himself.

inevitably, though, the masks provide some of the best evidence we have as to Nelson's physiognomy. The Royal Naval Museum's waxwork has been made with the help of the museum's experts who have extensively researched Nelson's appearance. While the Portsmouth life-mask has provided an important basis for their work, Horatio's face now appears filled out, fleshier and more robust, slightly tanned from recent voyages in warm climes.

His hair colour, too, is a revelation. Usually portrayed as having white hair, he is shown now as having a blond-like mop. Such was the trauma associated with the amputation of his arm, that apparently his hair had turned white. But by the time of Trafalgar, hair cuttings taken as souvenirs for lockets, etc. – a custom of the time – show that his natural sandy colour had grown back to some extent.

Among the museum's new exhibits in the Nelson Gallery is a series of film clips showing how the cinema over the decades has portrayed Nelson.

Laurence Olivier was among those who was cast as the great man, although in the light of the new waxwork, viewers may feel that Peter Finch's features – seen opposite Glenda Jackson as Lady Hamilton in *Bequest to the Nation* – provide a more accurate lookalike.

The legendary love affair between Nelson and Emma Hamilton is also explored in the new gallery, which includes a life-size figure of a rather portly, jowly Emma in a generously sized dress recreated from fragments held in the museum. Rings the two exchanged on the day Horatio left for sea for the last time in 1805 are also on show, one of which is on loan from the National Maritime Museum.

The new gallery was being officially opened on January 28 by a descendant of Horatio and Emma, Mrs Anna Horatia Tribe.

It includes a specially commissioned video, interactive computer programs and Internet information. It is the first of three new complementary galleries opening at the museum this year, all supported by the Heritage Lottery Fund and Hampshire County Council. The second section, *The Sailing Navy* opens at Easter, and the third, *The Battle of Trafalgar* will be unveiled on the anniversary of the battle, October 21.

Modern research has come up with this waxwork figure as the most likely appearance of Britain's greatest Naval hero at about the time of the Battle of Trafalgar. The new exhibit at the Royal Naval Museum scotches several myths – including the idea that Nelson was below average height for his time, that his appearance was gaunt, and that his hair was white.

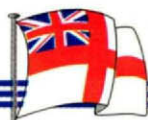
### THE PORTRAITS

From top left clockwise:

- Life mask taken in Vienna by Franz Thaller and Matthias Ranson (1800).
- Nelson in HMS Victory by Charles Lucy (1856).
- Nelson wounded at the Nile, print of 1798.
- Portrait by Lemuel Abbot (1798).
- Painted from Nelson's dead body by Arthur Devis (1805). It shows the shade he wore to shield his good eye from the sun.
- Sketch in oils by John Hoppner for the full-length portrait in the Royal Collection (1801).
- Vienna portrait by Heinrich Fuger (1800).
- Stipple engraving by Thomas Burke (1800).
- Victor of the Nile caricature by Gilray (1798).
- 'The extirpation of plagues of the Nile' – with Nelson wearing a hook! (1798).
- Popular print of 1798.
- Toby jug of about 1798. Here the potter has recycled a jug of Admiral Rodney by simply changing the name.
- The hero surrounded by his trophies – a portrait by William Beechey (1801).
- Bust by John Flaxman (1805).
- Portrait painted in Naples by Leonardi Guzzardi while Nelson was recovering from his Nile head wound (1799).







# At Your Leisure



The Blackburn Firebrand TF Mk4 (January's 'Aircraft of the Royal Navy') was originally intended as a fleet fighter but was later adapted to the role of 'Torpedo/Fighter' aircraft. Due to the early end of the Pacific War only a few were finally completed and joined the much-reduced Royal Navy for a brief period as the main carrier-borne post-war torpedo bomber.

— From *Ship Strike – the History of Air-to-Sea Weapon Systems* by Peter C. Smith (Airlife £24.95).

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# AN ANSWER TO QUESTIONS OF HONOUR

BATTLES and Honours of the Royal Navy date from the Armada – but it was not until 1954 that the Lords Commissioners of the Admiralty finally approved a system to officially recognise them.

And David Thomas's **Battles and Honours of the Royal Navy** (Leo Cooper £25) claims to mark the first time a complete and comprehensive list has been published.

The document which helps set

out the criteria and lists the awards of battle honours is Admiralty Fleet Order (AFO) 2565/54 Issue 98/54 Battle Honours for HM Ships and FAA Squadrons. Subsequent Orders and memoranda have added to these lists.

It rationalised what had been for centuries a slipshod arrangement. Prior to this date commanding officers of HM ships often displayed honours on their own authority, often inaccurately, perpetuating errors and without standards of presentation or display. The AFO put matters right once and for all.

The terms under which battle honours would be awarded were clearly defined. "A battle honour will be awarded for those actions which resulted in the defeat of the enemy, or when the action was inconclusive but well fought, and in exceptional circumstances where outstanding efforts were made against overwhelming odds."

There were six types of service approved for rating as a battle honour:

- Fleet or Squadron actions.
- Single-ship or Boat Service actions.
- Major Bombardments.
- Combined Operations.
- Campaign Awards
- Area Awards.

It was not the Admiralty's intention to award honours for a British

defeat (thus, for example, excluding the Force Z battle which resulted in the loss of HMS Prince of Wales and HMS Repulse). "Successful service" is the term used to differentiate between active participation and simple presence at an action or operation, clearly approving only those which resulted in the more or less complete frustration of the enemy's intention at the time, although no warship may have been sunk.

To make up for the various anomalies the AFO throws up, the author has included a number of items for which no battle honour has been given. He makes the point, for instance, that British submarine activity is only honoured by campaign awards: "This seems to me inadequate recognition when some patrols equated to battles".

So to help redress the balance he has put in Cdr Martin Nasmith's 1915 foray into the Sea of Marmara in E11 and Lt Cdr David Wanklyn's exploits in the Upholder operating out of Malta in 1941-42.

Here then are authoritative accounts of Pondicherry (1759) and Banda Neira (1810) alongside Jutland (1916) and the Falkland Islands (1982) to make for a fascinating read as well as an invaluable work of reference – Navy News will certainly keep its own copy handy.

## Submarine tales that create an atmosphere all of their own...

AFTER World War I Rear Admiral Submarines called for reports from submarine COs and staff medical officers on the health of crews on patrol. Their responses are included in John Winton's fascinating selection of personal anecdotes **The Submariners** (Constable £20):

"I do not think that five submarine sailors in 100 clean their teeth at sea. Their teeth are usually in an insanitary condition and, due partly to this and partly to constipation, their breath is normally bad at sea. I think the constipation of ratings is due to their own carelessness and ignorance, and it is difficult for officers to deal with this as the men do not willingly report their condition." – Cdr J. G. Brown, K12.

"The chief handicap to the efficiency of the submarine seaman is his tendency to constipation induced by over-eating, lack of exercise and inadequacy of conveniences. Some boats had no WC at all. Relief was generally discouraged until the boat came to the surface at night and I have heard of cases where men went without relief for four or five days. Personally I made a man take a pill every two days unless I was assured he had no need of it ...

"I myself suffered from a form of this disease (Pyorrhoea) known as 'French mouth' and a dental specialist blamed it on tinned food. This view was sufficiently well looked on by the Admiralty to make them refund me a very large bill for dental treatment." – Lt Cdr G. P. Thompson, E35.

"Excluding the various forms of gas poisoning, I have seen no condition peculiar to the submarine service." – Surg Cdr C. R. Rickard, HMS Maidstone.

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● HMS Warspite, perhaps the most honoured name in RN history, is escorted by an RNZN Wasp helicopter during the Commonwealth combined exercise Operation Partners in the Indian Ocean, February 1968.





# At Your Leisure



## Nelson 'didn't disobey Jervis'

**F**OR OVER 200 years it has been argued that for taking his ship out of line during the Battle of Cape St Vincent without the approval of his C-in-C, Sir John Jervis, Nelson should have been court-martialled.

And that only because the Spanish fleet was thereby defeated did he escape censure.

Nonsense, says Colin White, deputy director of the Royal Naval Museum. In 1797 – Nelson's Year of Destiny he says he was acting entirely in the spirit of his orders:

"To understand the significance of what Nelson did, it is important to appreciate that Jervis made two separate signals to tack during the battle: one at 1208 to the whole fleet and the other at 1250 to the rear division alone.

"Nelson mentioned only the second signal in his account and so, unwittingly, misled historians – many of whom have conflated the two signals and based their assessment of the

battle on the mistaken assumption that Nelson wore out of the line at the same time as the *Culloden* tacked. In fact, the two events were 40 minutes apart.

"As a result of this often-repeated mistake, Nelson's move has been misunderstood in the past: being portrayed as an act of disobedience, involving considerable professional risk because he left the 'sacred' line of battle and, moreover, risk to his ship because he took on the entire Spanish fleet alone.

"Modern research, based on a careful analysis of the logs of the ships involved and of Jervis' signals, has qualified this judgment considerably.

"First, by 1300 the British line was already fragmented; and Jervis had in any case just



● All smiles – Nelson is received by Admiral Jervis after the Battle of St Vincent. (A. D. McCormack). From *Nelson – A Personal History* by Christopher Hibbert (Viking).

initiated a break-up of the line ahead formation by ordering his centre and rear to act independently. So, the single, rigid line of battle had already been abandoned.

"Second, Nelson did not take on the Spanish alone. Rather, he took his place at the head of the British van, just in front of the *Culloden* which had begun engaging the Spanish centre about ten to fifteen minutes earlier.

**T**hird, although Nelson certainly acted on his own initiative, his move to join his colleagues in the van was entirely within the spirit of the orders that Jervis had just given: the admiral had signalled his rear to reinforce

his van and that is what (Nelson) did.

"So 'disobedience' is not an appropriate word to describe Nelson's action: it is more helpful to see it as another demonstration of the remarkable degree of understanding and trust which had grown up between the two men."

A document recently acquired by the museum reinforces this view. It is a copy of Jervis's first sailing orders for the Mediterranean Fleet, in which he instructs his two smallest and fastest battle-ships, the *Diadem* and the *Agamemnon* (then commanded by Nelson) to act independently: "they are at liberty to take any advantage of the Enemy, beaten or disabled (which may appear to them practicable)

without waiting for a signal from the Admiral."

Furthermore, Jervis incorporated Nelson's manoeuvre into his planning for future battles. On March 28, 1797 he issued two memoranda accompanied by six diagrams – one of which clearly shows the British fleet breaking through an enemy line in the same formation as at Cape St Vincent. The vanmost ship has just tacked while the rearmost ship has also turned to engage the enemy.

Another mystery item in Nelson's annus mirabilis concerns his apparently reckless, if not suicidal decision to make a second assault on Santa Cruz immediately after the first had

been repulsed and when all element of surprise had been lost.

It is now well known that Nelson was acting on the advice of a Prussian deserter, who suggested that a second attack might be successful – advice he must have regretted giving, as he was taken along as a guide and did not survive.

Nelson lost his right arm in this business – and the injury took several agonising months to heal. One avenue not explored here is the amount of relief he might have been tempted to obtain from opium (laudanum). Six weeks later he was unable to sleep without it. Might Nelson have become an addict?

## Shutters close at Wright & Logan

AFTER 75 years as naval photographers, the well-known Portsmouth firm of Wright & Logan is closing down on March 31.

To thousands of RN personnel, enthusiasts, naval authors and broadcasting companies worldwide, Wright & Logan have long been an institution, the shop in Queen Street having over a million warship photographs for sale.

The Warship Collection of over 22,000 negatives provides a unique account of the Navy from 1924 to the present day and has some 2,000 images of foreign units.

The shop also stocks a wide range of books, nautical magazines, ship's badges, clocks and other artefacts, to be included in a de-commissioning sale from March 16-31.

Meanwhile proprietor for the past 30 years Ron Forrest says he hopes the Warship Collection itself will remain in Portsmouth – preferably with the Navy.

## One man's idea of heaven and hell

**I**T'S ALL in the mind, of course, this millennium business. Organising time into units of ten: convenient nonsense, that's all. But then the thought of the last February of the 20th century slipping away strikes at the heart and, oh dear, there's going to be a lot of this in the air over the coming months.

Movie-wise, the taste for morbidity and melancholy is already making itself felt. The most extreme example so far is *What Dreams May Come*, about Robin Williams' experiences in the after-life.

Williams is best known as a comedian, but there's nothing humorous about this tale of a man who's killed in a car crash and who is guided across a series of heavens and hells by family members and friends who have died before him.

Regardless of how one reacts to the idea of all this, the imaginative design work is by itself well worth a look. One of the hells – an endless ships' graveyard – is particularly awesome.

*What Dreams May Come* is an adaption of a 1970s novel by Richard Matheson, author of sci-fi classics *The Shrinking Man* and *I Am Legend*. In later life he

became, like Sherlock Holmes creator Conan Doyle, fascinated by spiritualism, and his book has a back-up bibliography of source material which gives the impression that the astral plain is as tangible as the Orinoco Basin, and ought to be featuring regularly in the *National Geographic*.

Be that as it may, it's for sure that even if there is some such region out there between the dimensions, it's unlikely to be as exciting as *What Dreams May Come* makes it out to be.

Meanwhile, with a shriek of tyres and a burst of small arms fire, an assortment of Hollywood tough guys erupts on to the scene, offering a different, more down to earth sort of fantasy.

*Out of Sight* is the latest Elmore Leonard adaption, with another prize collection of colourful miscreants and offbeat law enforcers getting crosswise of each other in pursuit of their own, mostly illegal agendas.

It's terrific fun, and suggests George Clooney may yet escape from his ER identity. The best way to enjoy *Ronin* is to accept from the outset that its series of spectacular heists, car chases and shoot-outs is never going to settle down into a coherent storyline, any more than its title – *Ronin* were

Japanese warriors – is going to make sense, even as metaphor.

The movie's main curiosity value is the sight of Robert De Niro in a role that might have been written for Jean-Claude Van Damme.

## DEFENCE IN YOUR POCKET

SUMMARISING all aspects of the Strategic Defence Review in one pocket-sized volume is *The Armed Forces of the United Kingdom 1999-2000* (Leo Cooper £5.95).

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## New Year Honours

NAVAL recipients of awards in the Queen's New Year Honours List:

**KCB** – Vice Admiral Jeremy Joe Blackham.

**CB** – Vice Admiral David Anthony James Blackburn LVO. Rear Admiral John Allan Trewby.

**GBE** – Admiral Sir Peter Abbott KCB.

**CBE** – Commodore Barry Leighton.

Commodore Andrew William Netherclift OBE.

**OBE** – Cdr Philip Norman Harris, Lt Col Stephen Thomas Hartnell RM, Cdr William Richard John Hockin, Cdr Keith Howell, Cdr David James Mattick, Cdr Richard Michael Simmonds, Cdr Geoffrey Charles Thomas.

**MBE** – Lt Cdr Gillian Glassford.

Aitkenhead, Lt Cdr Stewart John Austin.

LWTR David Mark Baldry, CPOMEA Steven Barraclough, Lt Cdr Mark Thomas Boast, A/Lt Cdr Neil John Broom QARNNS, Lt Cdr Anthony Graham Brown, CPOMEA Robin Joseph Flannagan, CPO (Careers Service) Lloyd William Gamble, Temporary Lt William Gauson, Lt Cdr Paul Francis Gill, CPO(SEA) David William Login, WO(MW)(O) Simon John Richard Mansell, Lt Cdr (SCC) Donald Marchison RNR, WO Henry Nichols, Cpl Darren Mark Restarick RM, WO Mark Duncan Robins, WO1 Roger Tinson, WO Paul James Vaughan Wilmot.

**RRC** – Cdr Isabella Barclay Gauld, QARNNS.

**ARRC** – Lt Neale Derek Piper, QARNNS.

## Appointments

**Rear Admiral Iain Henderson**, to continue as Flag Officer Naval Aviation and to be head of Joint Force 2000 implementation team.

**Cdr I. D. Arthur** to be CO HMS Vigilant (Stbd), Dec. 3, 1998.

**Cdr T. J. Green** to be CO HMS Vigilant (Stbd), March 23.

**Maj. C. W. P. Hobson** to be CO Commando Logistic Regt, March 26.

## Points

THE FOLLOWING shows the total points of ratings at the top of each advancement roster for petty officer and leading rates in January after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in 'basic date' order. Dates shown against 'Int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in January.

**CCMEAML** - Int (3.4.98), Nil; **CCMEAL** - Int (3.4.98), Nil; **CCMEALSM** - Dry, Nil; **CCMEALSM** - Int (7.10.98), Nil; **CCWEAAD** - Int (11.12.98), Nil; **CCWEAWDO** - Int (11.12.98), Nil; **CCWEAADCSM** - Dry, Nil; **CCWEAWDOSM** - Dry, Nil; **CCWEASWSTECM** - Dry, Nil; **CCWEASWSTECM** - Dry, Nil; **CCAEAR** - Dry, Nil; **CCAEAWL** - 301 (26.11.95), Nil.

**PO(EW)(O)** - 310 (14.6.94), Nil; **LS(EW)** - Int (14.10.97), Nil; **PO(M)** - 152 (14.11.95), Nil; **LS(M)** - 140 (14.11.95), Nil; **PO(R)** - 385 (15.2.94), Nil; **LS(R)** - Int (14.1.97), 2; **PO(S)** - 89 (14.5.96), Nil; **LS(S)** - 166 (10.10.95), Nil; **PO(D)** - 433 (14.1.94), 1; **LS(D)** - 658 (12.5.92), Nil; **PO(MW)(O)** - Int (5.5.98), Nil; **LS(MW)** - Int (11.3.97), Nil; **PO(SR)** - 414 (14.6.94), Nil; **LS(SR)** - Int (15.10.96), Nil; **PO(SEA)** - 627 (14.1.93), 4.

**POCY** - Dry, Nil; **POCO** - 536 (8.6.93), Nil; **LRO** - Int (13.10.98), Nil; **POPT** - 501 (12.10.93), 2; **RPO** - 708 (10.3.92), Nil; **POMEM(L)(GS)** - Int (13.11.98), 3; **LMEM(L)(GS)** - Int (27.3.98), 2; **POMEM(M)(GS)** - 246 (25.4.95), Nil; **LMEM(M)(GS)** - 184 (21.7.95), Nil; **POMEM(O)** - 277 (1.11.94), Nil; **LMEM(O)** - 219 (29.3.95), Nil; **POMEM(R)(GS)** - 261 (5.7.94), Nil; **LMEM(R)(GS)** - 351 (6.5.94), 2; **POCA(GS)** - 557 (18.2.93), 1; **LCH(GS)** - 501 (25.3.93), Nil; **POSTD(GS)** - 853 (28.8.91), Nil; **LSTD(GS)** - 519 (18.3.93), Nil; **POSA(GS)** - 434 (30.3.94), Nil; **LSA(GS)** - 398 (4.8.93), Nil; **POWTR(GS)** - 515 (2.6.93), Nil; **LWTR(GS)** - 456 (23.11.93), Nil; **POMA** - Int (11.3.97), 2; **LMA** - 65 (14.5.96), 7; **PO(SM)(O)** - 703 (7.2.92), Nil; **LS(SM)** - 640 (18.9.92), Nil; **PO(TS)(SM)** - 488 (31.8.93), Nil; **LS(TS)(SM)** - 507 (10.6.93), Nil; **PORS(SM)** - 279 (11.10.94), Nil; **LRO(SM)** - 237 (14.2.95), Nil.

**POMEM(L)(SM)** - Int (16.4.98), 3; **LMEM(L)(SM)** - Int (20.2.97), 1; **POMEM(M)(SM)** - Dry, 2; **LMEM(M)(SM)** - Int (29.10.98), Nil; **POMEM(R)(SM)** - 603 (31.11.92), Nil; **LWEM(R)(SM)** - 914 (3.7.90), 1; **POSA(SM)** - Dry, Nil; **LSA(SM)** - Int

(16.10.97), 1; **POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

**POW(R)** - 372 (17.5.94), Nil; **POW(RS)** - 642 (13.10.92), 1; **LWRO** - 443 (9.2.93), Nil; **POWTR** - Dry, Nil; **RPOW** - 668 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWST** - 1015 (16.7.90), Nil; **LWSTD** - 589 (18.2.93), Nil; **POWWSA** - 225 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 490 (20.9.93), Nil; **LWTR** - 387 (24.3.94), Nil; **POWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.6.98), Nil; **POWPHOT** - 420 (5.10.93), Nil; **POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWETS** - 1001 (15.11.90), Nil;

**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

**POW(R)** - 372 (17.5.94), Nil; **POW(RS)** - 642 (13.10.92), 1; **LWRO** - 443 (9.2.93), Nil; **POWTR** - Dry, Nil; **RPOW** - 668 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWST** - 1015 (16.7.90), Nil; **LWSTD** - 589 (18.2.93), Nil; **POWWSA** - 225 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 490 (20.9.93), Nil; **LWTR** - 387 (24.3.94), Nil; **POWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.6.98), Nil; **POWPHOT** - 420 (5.10.93), Nil; **POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWETS** - 1001 (15.11.90), Nil;

**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

**POW(R)** - 372 (17.5.94), Nil; **POW(RS)** - 642 (13.10.92), 1; **LWRO** - 443 (9.2.93), Nil; **POWTR** - Dry, Nil; **RPOW** - 668 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWST** - 1015 (16.7.90), Nil; **LWSTD** - 589 (18.2.93), Nil; **POWWSA** - 225 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 490 (20.9.93), Nil; **LWTR** - 387 (24.3.94), Nil; **POWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.6.98), Nil; **POWPHOT** - 420 (5.10.93), Nil; **POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWETS** - 1001 (15.11.90), Nil;

**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

**POW(R)** - 372 (17.5.94), Nil; **POW(RS)** - 642 (13.10.92), 1; **LWRO** - 443 (9.2.93), Nil; **POWTR** - Dry, Nil; **RPOW** - 668 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWST** - 1015 (16.7.90), Nil; **LWSTD** - 589 (18.2.93), Nil; **POWWSA** - 225 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 490 (20.9.93), Nil; **LWTR** - 387 (24.3.94), Nil; **POWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.6.98), Nil; **POWPHOT** - 420 (5.10.93), Nil; **POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWETS** - 1001 (15.11.90), Nil;

**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

**POW(R)** - 372 (17.5.94), Nil; **POW(RS)** - 642 (13.10.92), 1; **LWRO** - 443 (9.2.93), Nil; **POWTR** - Dry, Nil; **RPOW** - 668 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWST** - 1015 (16.7.90), Nil; **LWSTD** - 589 (18.2.93), Nil; **POWWSA** - 225 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 490 (20.9.93), Nil; **LWTR** - 387 (24.3.94), Nil; **POWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.6.98), Nil; **POWPHOT** - 420 (5.10.93), Nil; **POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWETS** - 1001 (15.11.90), Nil;

**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

**POW(R)** - 372 (17.5.94), Nil; **POW(RS)** - 642 (13.10.92), 1; **LWRO** - 443 (9.2.93), Nil; **POWTR** - Dry, Nil; **RPOW** - 668 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWST** - 1015 (16.7.90), Nil; **LWSTD** - 589 (18.2.93), Nil; **POWWSA** - 225 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 490 (20.9.93), Nil; **LWTR** - 387 (24.3.94), Nil; **POWTR(G)** - Int (11.7.97), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.6.98), Nil; **POWPHOT** - 420 (5.10.93), Nil; **POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWETS** - 1001 (15.11.90), Nil;

**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

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**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

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**POWTR(SM)** - Dry, Nil; **LWTR(SM)** - 246 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 680 (28.2.91), Nil; **POSTD(SM)** - 741 (11.3.91), 2; **LSTD(SM)** - 791 (19.2.91), 3; **POA(AH)** - 926 (23.3.91), Nil; **LA(AH)** - 409 (10.10.93), Nil; **POA(METOC)** - Dry, 2; **LA(METOC)** - Int (2.10.97), Nil; **POA(PHOT)** - 999 (5.6.90), Nil; **POA(SE)** - 793 (1.2.91), Nil; **LA(SE)** - Int (13.6.96), 1; **POACMN** - 479 (10.6.93), Nil; **POAC** - Int (26.11.98), 3; **POAEM(M)** - Int (2.10.97), 3; **LAEM(M)** - 420 (16.12.93), 4; **POAEM(R)** - Int (19.3.98), 2; **LAEM(R)** - 560 (30.7.92), Nil; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 427 (19.11.93), Nil.

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# SCAPA FLOW, 1919 – MONTHS OF MISERY FOR THE 'INTERNMENT FORMATION'

## Sad finale of the High Seas Fleet

**E**IGHTY years ago last month the final unit of the German High Seas Fleet, the battleship *Baden*, surrendered at Scapa Flow, writes *Bill Young*. The Armistice of November 11, 1918 had been a temporary cessation of hostilities while what became the Treaty of Versailles was being prepared. To ensure Germany's good faith, the Allies had at first demanded that the 74 ships be interned in a neutral port, under the watch of Allied naval forces.

Once possessed of the most powerful fleet, ship for ship, in existence, the German Navy in the last months of 1918 was convulsed by mutiny, with soviet-style "workers" and soldiers' councils set up in most ships, defying their officers.

Seventy warships, the bulk of the navy's fighting force, were officially detached from the rump High Seas Fleet, their guns disarmed and sailed for the rendezvous, not as a defeated force sailing to imprisonment, but as the German "Internment Formation".

However, the Royal Navy had other ideas. The Germans, steaming in line, were met by a huge force of 250 warships sailing impassively down either side of them before turning and escorting them to anchor. Even to the German commander, Rear Admiral Ludwig von Reuter, there was no doubt who were the victors when he compared his own rusted, untidy ships, manned by sullen sailors, with the implacable, disciplined force that surrounded him.

His ships' disabled guns were thoroughly inspected and that evening, as the Germans lowered the Imperial ensign that had only recently replaced revolutionary red banners, he was ordered not to fly it again in British waters. Von Reuter described his force as "Wehrlos, Ehrlos" – disarmed, dishonoured.

Still expecting to be sent to a neutral port, he was dismayed to be ordered to Scapa Flow; the Allies had failed to find a neutral country willing to host the internees. So on November 27, 1918, the pride of the German Navy sailed through a triple boom enclosure and anchored in their

appointed places in the home of their enemy.

Scapa Flow covers 80 square miles of sea sheltered by the Orkney Islands. The Grand Fleet had become accustomed to its desolate beauty over the previous four years, so it was poetic justice that its adversary must now endure the loneliness and discomfort of life afloat there.

The lack of shore facilities for such an important base proved irrelevant to the dispirited Germans – they were anyway all confined to their ships for the duration of the internment. They were not prisoners of war – the ships were still German property – but there were severe restrictions on movements and signals, even between the anchored ships, which were rigorously enforced by the Royal Naval guard squadron. The German numbers of 20,000 were quickly reduced to a caretaker force of around 5,000; the rest, including most of the mutinous agitators, were ferried to Wilhelmshaven in German merchantmen.

During the winter months, conditions were cramped and uncomfortable. Not designed for the world-wide reach of the Royal Navy, the German Fleet was only intended to be at sea for short periods, so accommodation on board was basic.

The breakdown of discipline left the ships to become rusted, filthy and rat-infested. Sailors would often have to sit huddled in blankets in the dark as stokers attempted to eke out the meagre fuel supplies, barely enough to keep essential services running.

Although cramped conditions made life on board the 50 German destroyers even more difficult, the

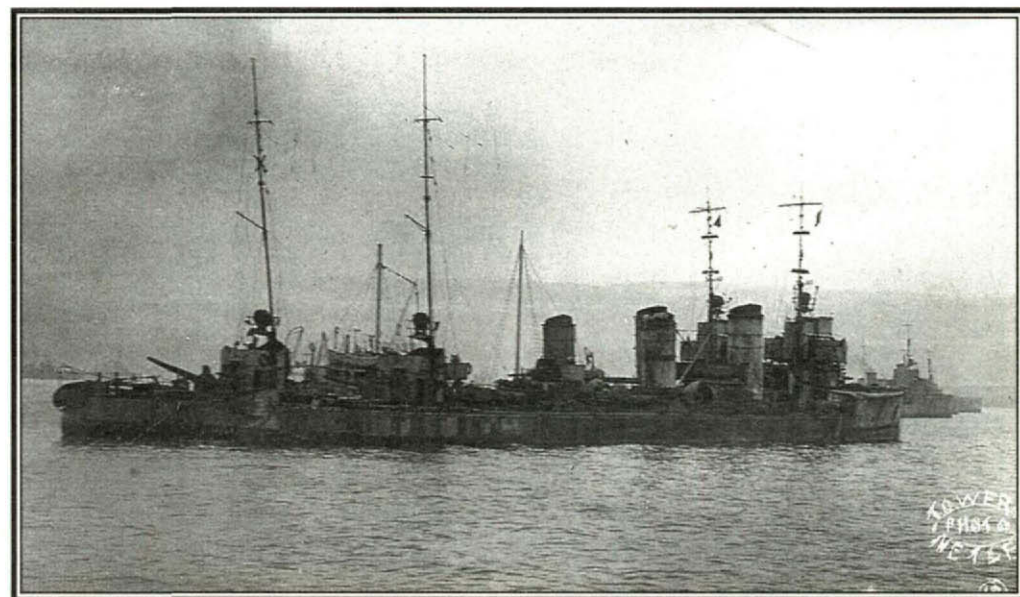
closer relationship between officers and men kept morale and discipline higher than on the capital ships and they fared much better throughout.

Initially, both officers and men had to live off iron rations. Essential supplies were finally brought by any available vessel from Germany and after a while the Germans ate as well as their guards and certainly much better than their families at home – sailors sent back for leave or for medical treatment often preferred to return to their ships. Rum was supplied at the rate of 2,500 litres every 10 days and the men continued to draw their tobacco rations.

**T**he greatest problem the German sailors faced was boredom. Unable to leave their ships and limited to walking the upper deck when weather permitted, daily work routines were ignored and the men became discontented through inaction – one of the main causes of the mutiny in October, 1918.

Political agitation continued and a strike on board the flagship *Friedrich der Grosse* forced von Reuter to move his flag to the cruiser *Emden*. Crises, such as dancing, quickly caught on and ships bands flourished. Many ships organised elaborate celebrations for the third anniversary of the Battle of Jutland, which they considered had been a German victory.

The hulks of the battleships and rows of smaller warships became a familiar sight to the Orkadians and naval guards. Fraternisation was forbidden, but the German sailors



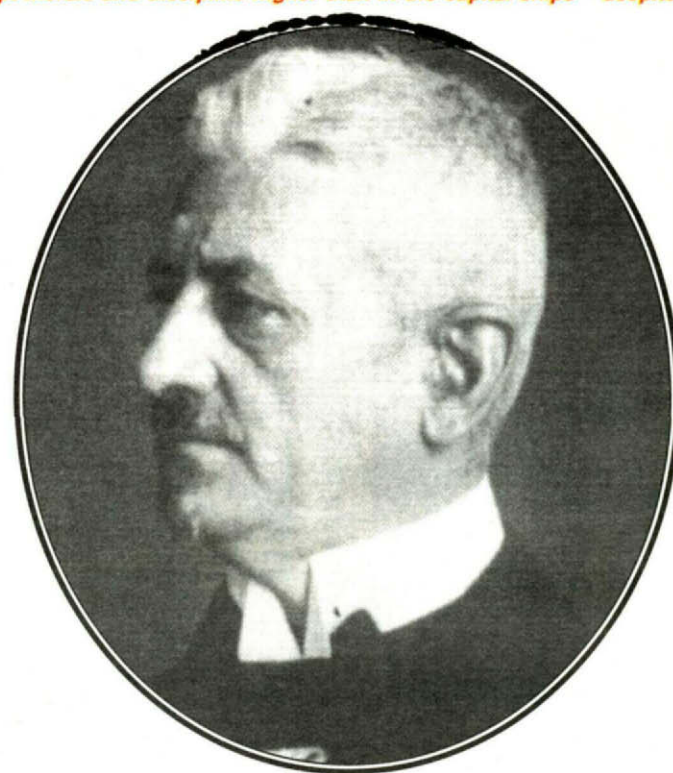
● German torpedo boat destroyers at Scapa Flow, 1919. The closer relationship between officers and men on board the destroyers kept morale and discipline higher than in the capital ships – despite even poorer living conditions

were able to supplement their supplies from the souvenir-hungry British. They were also cut off from news at home and had to rely on four-day-old British newspapers for information. This ultimately contributed to the largest incident of self-destruction in maritime history.

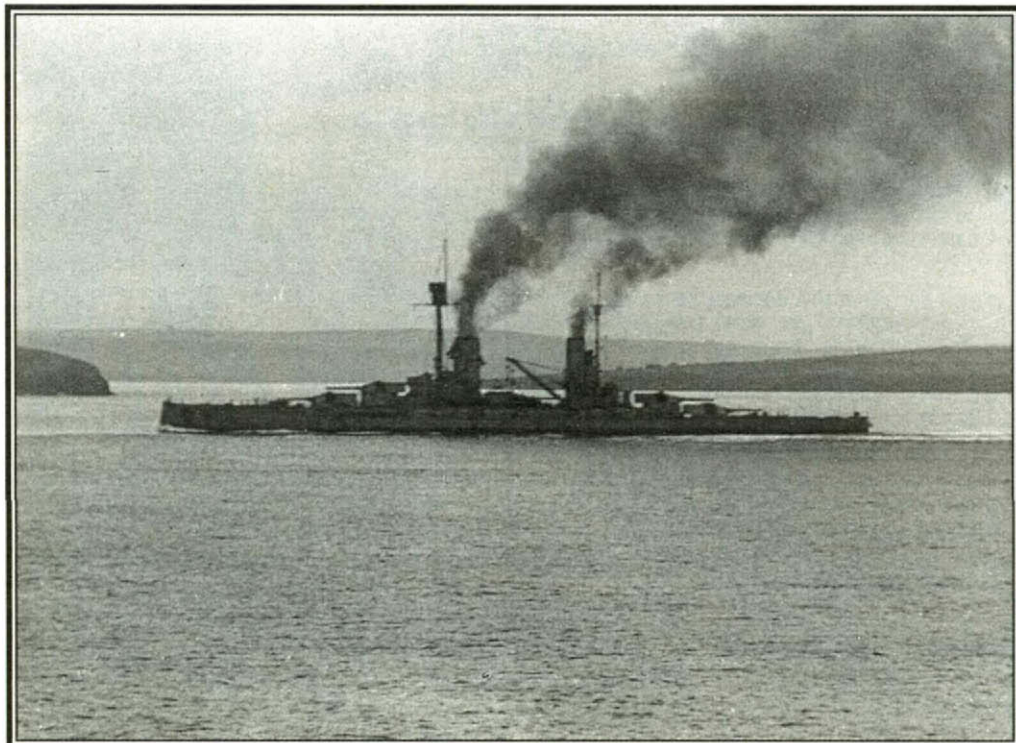
The Armistice was due to end on June 21, 1919 with the signature of a peace treaty at Versailles. However, the Times was reporting that Germany would be unlikely to agree to the harsh conditions. Anticipating a British plan to seize his ships, which were still German property but unable to move or fight, von Reuter laid plans to scuttle his entire command once the deadline had passed.

At 10.30a.m. on Saturday, June 21 while most of the guard ships were away on exercise, von Reuter gave the coded signal to open sea cocks and lower lifeboats. By 3.50p.m. all but 22 of the 74 ships of the undefeated German High Seas Fleet rested at all angles on the bed of Scapa Flow, with all but nine of their crews captured as prisoners of war.

Only then did von Reuter learn that the deadline for Germany's agreement of the Treaty of Versailles had been extended until the following Monday.



● Rear Admiral Ludwig von Reuter, commander of the German Internment Formation at Scapa Flow.



● The battleship *Kronprinz Wilhelm* arrives at Scapa Flow, November 26, 1918. She was scuttled on June 21, 1919 and lies in 150ft of water between Cava and the Islet Barrel of Butter.

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# Ethnic recruiting goes up a gear to hit target



## 'Unique' airframe for new display

THIS airframe – believed to be unique – will be one of the first items visitors to the Fleet Air Arm Museum will see when a new exhibition is put together next year.

The replica Bristol Scout – the first aircraft to take off from the deck of a seaplane carrier in 1915 – has arrived at the museum at RN air station Yeovilton. The partly-built airframe is thought to be the only replica of a Scout, and it is believed that no original aircraft survive.

The partly-constructed airframe will give an idea of how

World War I aircraft were constructed.

Meanwhile, the museum is continuing to build a restored Fairey Barracuda torpedo bomber from recovered parts. If successful, the aircraft will be the only example of a type which was the most numerous of all Fleet Air Arm warplanes.

A fund has been launched to finance the work based on pieces recovered from two crash sites. Recent 'finds' include a pilot's cockpit canopy, a tail-wheel assembly, and a working radio transmitter.

## Drinks ban relaxed for sailors' cabins

SAILORS in single Service accommodation may now be able to keep and drink alcohol there without breaking the rules.

The Navy Board have relaxed regulations to the extent that commanding officers have been given discretion to allow the ban to be lifted for those aged 18 and over.

There will, however, be no relaxation for officers under training at Britannia Royal Naval College, Dartmouth and at the Commando Training Centre, Lympstone, nor for junior ratings and Royal Marines other ranks under initial training.

Commanding officers are being told that they should aim to relax the rules with greater emphasis on education and personal responsibility. Any privilege to drink in single

NAVY RECRUITERS are stepping up their efforts to attract all the 97 joiners they are committed to sign up from ethnic minorities by the end of March.

Continuing improvement in recruitment of black and Asian people has so far this financial year brought in about 70 ratings and five officers, a big improvement on the 50 or so ethnic-minority recruits in 1997-98 – but a total of about 20 short of this year's target set by the Navy Board.

Amid increased recruiting activity aimed at the black and Asian communities has been a call for five young black or Asian ratings – or

other-rank Royal Marines – to volunteer for temporary detachment to the Navy's Ethnic Minority Liaison Team and to Armed Forces careers offices in London, Birmingham and the North of England.

Over about seven weeks the sailors will be assisting more experienced recruiting staff with duties including sales, advertising, attendance at exhibitions, travel and some exposure to the news media.

Commanding officers have been asked to identify any young volunteers who are high quality, enthusiastic and committed, and who would be good role models for black and Asian youth.

It is acknowledged that the detachments will cause temporary gaps, but the move is being seen as fulfilling an important, high-visibility task.

In the longer term, volunteers are also needed for permanent drafts to the Ethnic Minority Liaison Team.

■ New 24-hour ration packs have been introduced to cater for Moslem, Jewish, Sikh and Hindu members of the Armed Forces.

Contents of the packs, used in operational situations, meet the religious requirements of the groups, with three menus for each. For the Halal (Moslem) and Jewish religions, the meat has been slaughtered in accordance with the respective requirements of both beliefs, while the Sikh and Hindu packs contain vegetable or meat-substitute meals.

Details are published in Joint Service Defence Council Instruction 145/98.

## WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarer, both serving and retired, and their widows.

Today the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.

## Royal Alfred

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## ROYAL SAILORS' HOME CLUB

### NOTICE...NOTICE...NOTICE

The 135th Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 16 March 1999 at 10.30.

Commanding officers are requested to allow committee representatives to attend. ALL MEMBERS WELCOME

#### Ex RN REPRESENTATIVE

Mr M Baker is willing to continue in office. However, applications are invited from all ex-RN/RM members to serve on the Advisory Committee as the ex-Serving representative. Nominations with proposer and seconder, plus pen picture, to be forwarded to the Administration Manager at the Club before 26 February 1999.

## Find the Joker China Fleet

FIND THE JOKER in *Navy News* for three editions – and you have a chance to win a five-night luxury holiday at the China Fleet Country Club in Cornwall.

All you have to do is spot the joker in one of the following three statements by Jack on naval matters.

Two are true. One is wildly inaccurate.

Just mark the box next to the untrue statement.

### THE BIG PRIZE

... is a five-night holiday for two at the China Fleet Country Club at Saltash. It includes accommodation in a four-berth apartment plus free, unlimited use of the leisure pool.

The holiday starts on a Sunday and ends the following Friday on any week between April 12 and July 11 (inclusive) or September 12 and November 28.

Surrounding attractions include the glorious Tamar Valley, Dartmoor, Cornish beaches and Plymouth waterfront. The club has sports facilities – including an 18-hole golf course – and attractions for children.

Which of these three statements is NOT true:

- ☐ A fathom is the unit of measurement for depth at sea and is equivalent to about 6ft.
- ☐ Fox is an old name for a strand or fastening formed by twisting several ropeyarns together by hand.
- ☐ The rank of commodore originated as the description of well-off captains who were able to afford the luxury of their own commodores on board ship.

If you can fill in this coupon as well as those in the December and January editions, you have a chance of winning the holiday. (Call 01705 826040 for back numbers). The name of the winner will be selected at random from those who have given correct answers in the three editions. When you have completed all three original entry forms, send them in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than **March 15, 1999**. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the April edition of *Navy News*. The first name drawn will receive the prize of the holiday.

The judges' decision will be final. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

NAME.....

ADDRESS.....

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# Concert Classics

**Wartime recordings brought together on CD**

**R**ARE wartime recordings by Royal Marines musicians who had served in the old Royal Yacht HMY Victoria and Albert have been collected on a CD produced by the Royal Marines Historical Society. The programme is typical of those played for the then Royal Family and their guests and the CD is intended to be the first in a series.

Commandant RM School of Music Lt Col Richard Waterer said it filled an important gap in the recording history of the Royal Marines.

"During World War II a valuable contribution was made to the morale of British and Allied servicemen by Service musicians and others. Recordings were made under difficult wartime conditions at Abbey Road, London, in Portsmouth and, quite possibly, other locations. The Orchestra of the Royal Marines Portsmouth Division played an important part in this venture.

"Under the direction of Captain, later Sir Vivian Dunn, it enjoyed an enviable and well-earned reputation. It had seen service in the Victoria and Albert and, like current Royal Marines musicians, was capable of playing as a military band, as a dance band and in many other combinations.

"Only 12 commercial recordings were made by the orchestra and so this series is especially welcome."

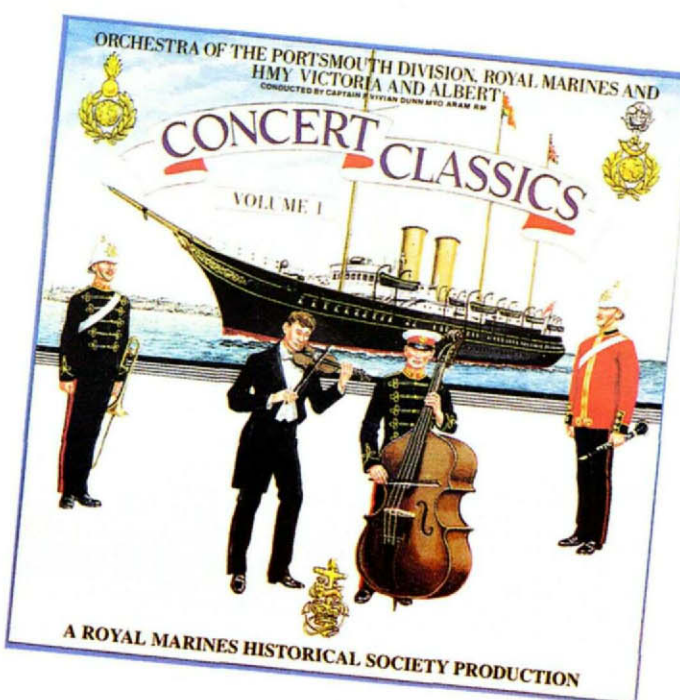
The disc was compiled by Major Paddy Dunn and John Ambler from programmes produced by the Overseas Recorded Broadcast Service.

"These were short programmes for the entertainment of Allied Service personnel – and most of these recordings appear to have been destroyed or lost," Mr Ambler told Navy News.

They were originally transmitted through conventional radio, through smaller military stations and via local relay such as closed circuit or low power transmissions. In some cases public-address loud-speaker vans were equipped as mini radio stations.

At first they were made on unprocessed acetate discs but their vulnerability and susceptibility to poor conditions soon forced a temporary halt to the project. Shortly after, processed discs – mainly shellac or vinyl/shellac – made by commercial record companies such as HMV proved the answer to the problem.

Distribution was handled by ENSA, Air Ministry Movements and NAAFI export. Recorded programmes were sent to all parts of the world, including ports and bases for collection by HM ships for playing at sea. By July 1943 over 1,000 programmes had been



produced in less than a year. Material was provided equally by ENSA, domestic BBC broadcasts and programmes made entirely by Service personnel. It was very "light entertainment" to make it as widely appealing as possible and the programmes usually lasted either 15 or 30 minutes, but occasionally there were special productions – such as Ivor Novello's *The Dancing Years*, with the London cast.

**T**he Royal Navy featured strongly in many of them. Lt Cdr Kim Peacock, RNVR was the announcer while Lt Cdr Frederick Harvey, RNVR provided vocals. RN and RM choirs were heard from time to time. However, the backbone of these broadcasts was the Orchestra of the Royal Marines (Portsmouth Division) under Captain Dunn.

The Portsmouth Divisional Band, which up to 1923 had been the Band of the Royal Marine Artillery, provided a band for the Royal Yacht as required. Musicians had to be "double-handed" – that is, able to play an orchestral as well as a military

band instrument.

Opportunities to play orchestral music were much greater during the inter-war years. Military bands and orchestras provided the public with the main source of live music – and, since there was only a small amount of recorded music available, large numbers of people took advantage of the concerts that were played in parks, on piers and in other public places.

So when ORBS looked to the Services to provide entertainment for Allied Forces it was natural that the orchestras and bands of all three Services should take the lead.

Orchestral work on the Royal Yachts had always been – and would continue to be – of particular importance, highlighting the standard, as well as the ability and versatility of the musicians.

When the Royal Yacht component of the Portsmouth Divisional Band sailed on the 1947 Royal Tour to South Africa in HMS *Vanguard*, it took a library of over 700 orchestral items including overtures, suites, symphonies, ballet, marches and waltzes.

The CD programme gives some idea of its range, including as it does Eric Coates' *By the Sleepy Lagoon* (the theme tune to *Desert Island Discs*), Saint-Saëns' *The Swan*, Balfe's *The Bohemian Girl* and Montmartre, the march from the *Paris Suite* by Haydn Wood, the English composer best known for his song *Roses of Picardy*.

The original recordings used were gathered from private collections and museum holdings and have been electronically enhanced.

In March 1948 the ORBS shut down and the Forces Broadcasting Service became the focal point of Service entertainment.

Anyone with ORBS recordings that they are willing to loan or donate should contact John Ambler c/o the Royal Marines Museum.

The CD *Concert Classics Vol 1* is available from Eastney Collection, 60 Mayford Road, London SW12 8SN at £12 inc pp, cheques made payable to 'Eastney Collection'. Proceeds in aid of the Royal Marines Band Service Charity.

● **Leader of the Orchestra of the Portsmouth Division, Royal Marines and HMY Victoria and Albert Ken Weston (right) and pianist Harry Balaam in a post-war photograph.**



# Precious Jewellery

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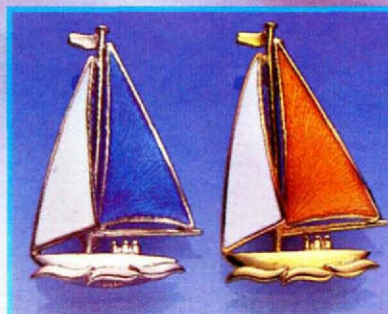
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18ct gold	£285.00 each
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*Here is a small range of some of our other items of available jewellery. Please contact Navy News Offices for further details.*

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## ROYAL NAVY STATUETTES

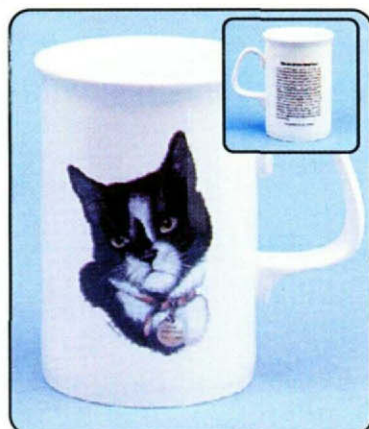
Navy News is pleased to offer a collection of military statuettes depicting the Royal Navy. The first two pieces featured are an Officer and Seaman of the Napoleonic era.

The figures each measuring approximately 8" in scale, are cast in "Cold Bronze" or "White-ware". Cutlasses and other finely detailed items are "spun" in pewter and meticulously added during the assembly phase. Each bronze finish casting, once assembled is meticulously hand 'buffed'. With each hand painted figure the colours are 'layered' onto the design to create depth of finish and subtleties of light and shade. All the collections are then sealed under a topcoat of fine 20% gloss lacquer to preserve clarity and colour-fastness.

Hand painted figures are sold complete with their own fully framed Story Scroll, (the Bronze designs include the Scrolls but unframed) and each figure includes a rosewood wooden presentation detachable stand.

**Bronze** £68.00 each  
**Hand Painted** £96.00 each

+ £4.00 p+p UK. Please enquire for overseas prices.

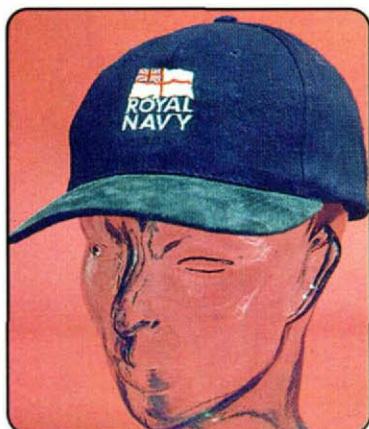


## SIMON OF AMETHYST MUG

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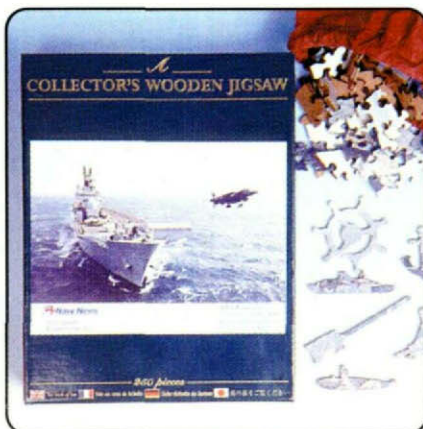


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This 250 piece collectors wooden jigsaw makes a challenging and entertaining puzzle. Every piece is a different shape with selected objects associated with the picture. Includes a black velvet draw bag to store the pieces. Size approximately 250mm x 360mm

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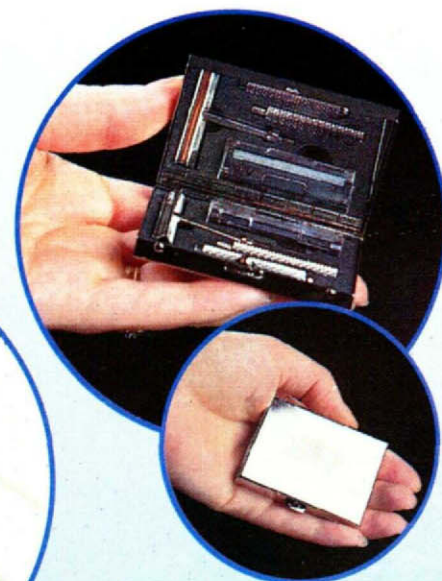
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# Motoring



# Focus is such fun!

**A** STRIKING new car has hit the streets, one of many perhaps, but also one of which there will be very many, for the Ford Focus (pictured right) is already seen as an icon for the millennium – a born market leader, reports Glynn Williams.

The looks are individual, distinctively that of a Ford yet radically different to those of the Escort it is ultimately to succeed.

Its style is sharp, assertive, with the headlamp 'eyes' of the Ka and the Puma and the precisely sculpted sleek body lines similar to those of the new Cougar coupe.

Sleek yet unfussy, it is a car you can wash by hand with satisfaction, the sponge gliding effortlessly and speedily over the tensile high gloss panels with joins of feeler gauge precision and nothing to skin your knuckles.

You learn a lot washing a car, and on this one you can feel that the 12-year warranty against rust-through is no wish.

Many new cars now look the part but the Focus beauty continues deep beneath the skin, for it is a wonderfully integrated machine of comprehensive high specification even in most basic trim.

But first some essential facts: The Ford Focus is available in three- and five-door hatchback, four-door saloon, and five-door estate formats, all capable of seating five adults in comfort, with each available in four distinct specification levels: CL, Zetec, LX and Ghia.

Prices start at £12,850 for the 1.6 and 1.8-litre Zetec three-door and 1.4-litre five-door CL, rising to £15,850 for the Ghia 2-litre estate.

Every Focus has class-leading fuel economy, 10 per cent ahead of the closest rivals, plus fully independent suspension, driver and front passenger airbags, power steering, central locking, body-colour bumpers, electric front windows, adjustable steering column and driver's seat height adjustment, and comprehensive security.

The version tested was the 1.6-litre LX five-door, a zesty machine producing 100bhp, capable of 0-60mph in under 11 seconds and on to a potential 115mph where permitted – at 70mph it is cruising effortlessly and with just the hum from the tyres at less than half its maximum revs.

Details on this model include a manual tilt/slide sunroof and fingertip steering column controls for the excellent RDS stereo radio/cassette.

It's an exciting car to drive, with a Puma-like thoroughbred growl when you open the throttle for an assertive manoeuvre, a slick five-speed transmission that just snicks into gear, and cornering adhesion with positive yet effortless steering precision that has to be experienced to be believed.

It's a car that means business – but then this is the basis of Ford's next World Rally Championship contender.

And yet its combined cycle fuel economy – a fair average guide – is 41.4mpg.

Interestingly the new 1.8 turbo diesel version nearly matches the top speed, takes just 1.5 seconds longer on the sprint, is nearly three seconds faster 30-62mph in fourth gear (at 12.8 secs) and boasts a combined cycle economy of 57.6mpg!

The test car's security was impressive, with remote double locking – press the button to unlock just the once and only the driver's door can open, press again

for the others – and the choice of another keyfob button or one on the dash to release the rear hatch.

No-one is going to snatch a Focus driver's shopping, briefcase, or other luggage.

That's important, for you can get a pram or electric wheelchair AND bags of shopping under the cover in the roomy load bay, behind the offset-split/folding rear seats which even the 6ft 4in Jeremy Clarkson found to his satisfaction.

In fact the back end is one of the Focus's neat styling touches. The side windows give a fastback appearance while shunt-inhibiting high-level rear light clusters above – plus central stoplight in a screen-top spoiler – facilitate a high roof line almost of the sporty estate breed to enhance both headroom and luggage space.

Such is the spaciousness that transporting a 5ft Christmas tree in the back lost only one rear seat without any threat of needing the necks of those in the front.

The Focus has a lot, but there is more if you want it, with four optionpacks, such as the Reflex pack, giving anti-lock braking with electronic brakeforce distribution, side airbags and traction control

for just £500.

For the same money the Climate pack gives air conditioning, Quickclear heated front windscreen and heated powered mirrors – a real boon this time of year.

For business and private buyers alike, the Focus is attractive, and because the dominating fleet market is demanding, the bonus for all is low insurance helped by low costs for speedy repairs and long servicing intervals.

But most of all it's a car that feels right, feels good and lives up to its image: Focus is fun!

## CAR FACTS

**MODEL:** Ford Focus 1.6 LX five-door  
**PRICE ON ROAD:** £13,850  
**ENGINE:** 1.6-litre 16-valve Zetec producing 100bhp  
**TRANSMISSION:** Five-speed manual  
**ECONOMY:** (combined cycle) 41.4mpg  
**PERFORMANCE:** 0-62mph – 11 secs; top speed – 115mph



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# The GANG PLANK Club

## JOLLY JOKE TIME

\* Why did the one-eyed bird cross the road?

\* To get to the Birdseye shop!

\* Why was six afraid of seven?

\* Because 7 8 9!

Knock knock,  
Who's there?  
Hatch.  
Hatch who?  
That's a nasty cold  
you've got!

\* What's white, furry  
and smells of mint?

\* A Polo bear!

\* How many seconds  
are there in a year?

\* Twelve. (January  
2nd, February 2nd....  
etc)

Thanks to Dren  
Avison and Kylie  
Weiss. Keep sending  
your jokes!

AHOY ME shipmates, tis the month of love! I've just posted me Valentine to a beautiful mermaid called Ariel that caught me eye when I was sailing around the South Pacific.

She be a gorgeous maiden with long flowing locks and the voice of an angel.

Technocat has decided to make all the crew pancakes on Shrove Tuesday, 16 February, to help rid us of the ghastly winter chills.

Pancake Day is a tradition which began hundreds

of years ago and is the day before a time of fasting called Lent.

When people fast it means they go without certain foods and the fat used to make pancakes is one of the foods which is not allowed to be eaten during Lent.

The fast lasts for forty days and marks the start of the countdown to Easter. People ate the pancakes as a special treat and to use up any fat that was in the house before Lent began. I adore them there pancakes, can't get enough of 'em; hot, lovely, and covered in jam!



## Sad story behind the first Valentine



TECHNOCAT has been wondering why people all over the world send Valentine's cards on 14 February. As he was sitting at his computer, he decided to log onto the Internet to find out and he pawed in the word 'Valentine'.

"Wow, techno-tastic!" purred the little cyber moggy. There were over fifty thousand sites covering Valentine's Day. Technocat couldn't believe his furry luck.

He continued searching and found a site called [www.saint-valentinus.com](http://www.saint-valentinus.com). Technocat read on with interest and soon discovered that Valentine's Day exists because hundreds and hundreds of years ago a man called Valentinus sent a letter declaring his total love and devotion to his girlfriend Julia on the day of his execution.

"Oh yuk! How sloppy!" thought Technocat, "Isn't it amazing that people from countries around the world still

send cards of love to pay tribute to Valentinus?"

"But there has got to be more to do than just send cards though," thought Technocat as he continued on his mission through the thousands of Valentine sites.

It was not long before he came across a site called [www.parentsoup.com](http://www.parentsoup.com) which was packed with information on Valentines activities.

"Wicked!" yelled Technocat. "There are so many things to do! I can make Valentine cookies, Valentine puzzles and even Valentine bubbles. I didn't know that Valentine's Day could be so much fun!"

### CHAT PAD

I HOPE you've all been coping well with the bitter winter chill of January. Thank you for your great letting masses of Valentines cards but if you've got a minute don't forget to drop us a line because we want to hear from you too.

Dan Avison from Scarborough wants to say 'Well Done!' to the Scarborough Sea Cadets mixed juniors five-a-side football team for winning the area football and Dana Hill wants everyone to spare a thought for people less fortunate than ourselves.

She sent us a very moving poem which brought tears to our eyes. Andrew Nobes has promised to tell all his friends about us which is something we recommend to all Gang Plank Club members.

Don't forget that it's membership renewal time for some of you; so sign up for another fun-packed year with the Gang Plank Club and keep sending in those pictures of your pets because our fabulous new 'Pets Corner' begins in March. If you've got a dizzy dog, a funny fish or a cuddly cat then we want to know!

### Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name .....

Address .....

Postcode .....

D.O.B ..... Tel No .....

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Who does this copy of Navy News belong to?

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If you would like any further information before applying, call 01705 733558

or 01705 826040 (24-hour answerphone)

## AHOY ALL GANG PLANK MEMBERS! Design a Special "Easter Card" for Captain Plank

And you could win one of several prizes  
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### Prizes include -

- \* Worst Witch Stationery
- \* Worst Witch Pencil Cases
- \* Worst Witch Books  
(See the series on ITV)



Send your Easter Card to: Captain Plank, The Gang Plank Club, Navy News, HMS Nelson, Queen St, Portsmouth. PO1 3HH - Include your name, address, and age.

\* Entries to reach us by 1st March 1999 \*

The Judges decision is final. Employees and relatives of Navy News are ineligible to enter. Sorry we are unable to return your cards



### February birthdays

Nicholas Herrington, Jennifer Fox, Jonathon Rogers, Aaron Currie, Edward Goates, Adam Brown, Patrick Fry, Emma Price, Daryl Goddard, Jonathon Scully, Jamie Goddard, Rosemary Anrupe, Matthew Bragg, Andrew Paden Waterfield, Kieran Tobin, Annabelle Loveday, Shaun Gallagher, Lee Woolstan Holmes, Stacey Johnson, Charles Flint, Linzi Box, Lee Lusty, Rosilda Clark, Stephen Clarke, Andrew Loch-Henry, Ashley Smith, David Bell, Stuart Dilloway, Laura Wood, Joseph Bossley, John Davison, Candice Bartlett, Rachel Ould, Siobhan Hodgetts, Thomas Arkesden, Scott Gibbs, Michael Gow, Robert Myers, Luke Marsh, Mathe Bryan, Michelle Bacon, Thomas Harding, Benjamin Davis, Callum Whitham, Victoria Smith, Connor Reid, Holly Nicholson, Amy Barge, Callum Dawes, Stuart Parrott, Alex Hamp, Matthew Tinker, Richard Jamieson, Kirsty Porter, Kyly Bell, James Ford, Marie Mason, Amy Walden, Adele Tipton, David Richard Alan Flack, Benjamin Milby, Danielle Rutherford, Kylie Weiss, Benjamin Archer, Joe Newton, Louise Kadis, Dana Hill, Robert Truckle, Linzie Jayne Benstead, Louise Worsley, Bethany Saunders, Nick Colchester, Michael Albray.





## LET'S LEARN ABOUT:

## Semaphore



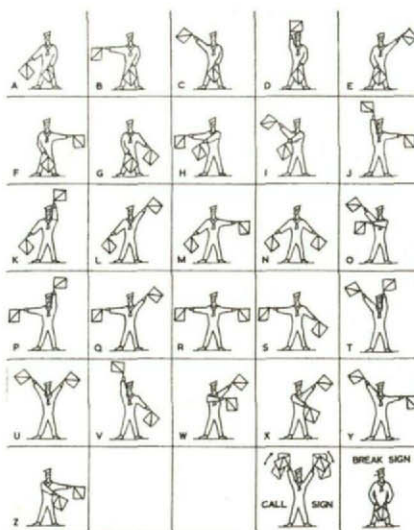
THE SEMAPHORE stations we talked about last month could be anything from a simple hut to a bungalow, a three-storey house or a 'tower' house.

Sometimes they had living accommodation for the crew and their families, while others were simply manned during the hours of watch. Living conditions were quite poor and it was a lonely life for the crew and their families as the stations were often very remote on high ground.

There were usually two crew members. One, called the "Handyman" would keep lookout through the telescope and as soon as he saw the signal from the next station he would call the "Lieutenant", who would then take over the telescope while the Handyman pulled the winch handles that operated the arms of the semaphore.

The process of passing the message up and down the line would then begin. In good conditions the system from London to Portsmouth could relay about three signals a minute – so it was much faster than sending messengers on horseback!

The weather was a very important factor, though. Visibility in London was often very poor and the Admiralty station was frequently unable to send or receive messages. Messengers then had to carry messages to stations further down the line where weather conditions might be better and from where they could be passed on down the line as normal.



Semaphore can also be sent by using two hand-held flags – which you can easily make yourselves! The flags are held in the same positions as the arms of the semaphore station machine.

Look at the alphabet guide on the left and use it to work out the message being signalled to Captain Plank (above).

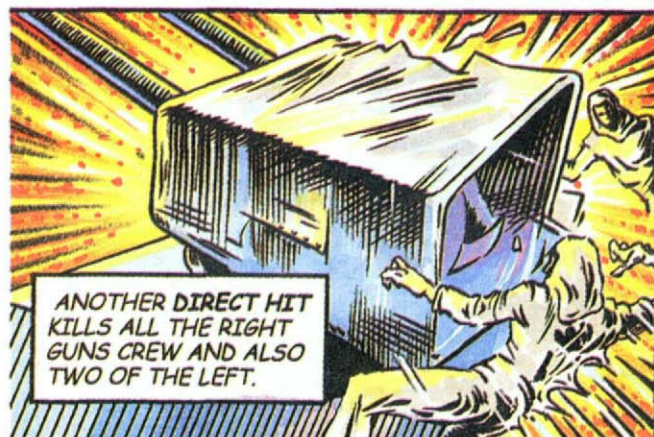
Then send your answer to Captain Plank, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH.

The first ten correct answers will win a special prize.

PART 2: HMS AMETHYST HAS COME UNDER HEAVY FIRE FROM CHINESE COMMUNIST ARTILLERY ON THE NORTH SHORE OF THE YANGTSE RIVER AND HAS RUN AGROUND OFF ROSE ISLAND ...

## The Yangtse Incident

ANOTHER SHELL WRECKS THE LOWER POWER ROOM BELOW DECK, KILLING THE ELECTRICIAN AND PUTTING THE GYRO, WIRELESS, ELECTRICALLY CONTROLLED FIRING CIRCUITS OF THE GUNS, THE SHIPS LIGHTING AND OTHER SERVICES OUT OF ACTION.



ANOTHER DIRECT HIT KILLS ALL THE RIGHT GUNS CREW AND ALSO TWO OF THE LEFT.

AN ATTEMPT IS MADE TO EVACUATE THE WOUNDED ASHORE IN A DAMAGED WHALER - BUT THE BOAT IS STRUCK KILLING TWO MEN AND WOUNDING OTHERS.



THE DOCTOR, SURG LT ALDERTON, AND HIS ASSISTANT SBA BAKER ARE ADMINISTERING MORPHINE AND FIRST AID ON THE QUARTERDECK - WHEN A SHELL KILLS THEM BOTH.

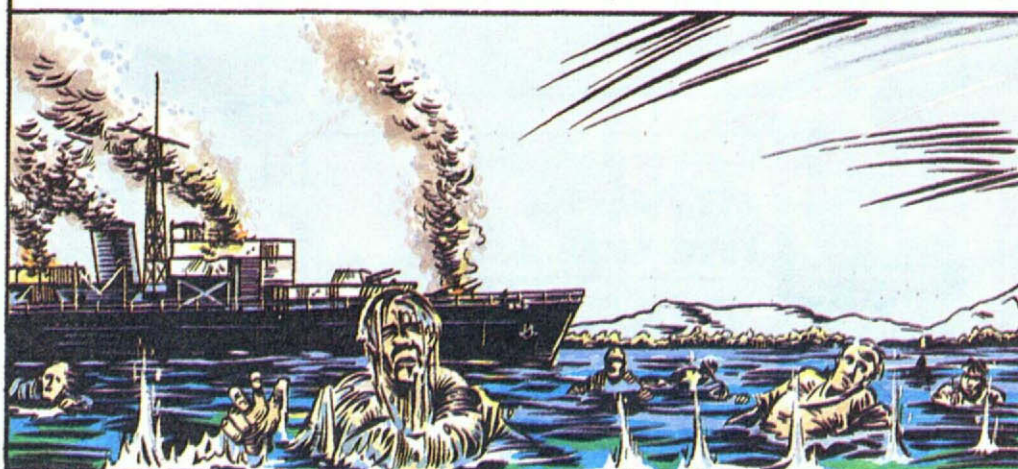


AMETHYST IS NOW A HELPLESS TARGET.



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THE UNWOUNDED SWIM ASHORE IN THEIR LIFEBELTS WHILE A WORKING PARTY REMAINS ON BOARD. BUT THE WHALER, THE RAFTS AND THE MEN IN THE WATER COME UNDER FIRE. OF AROUND 60 RATINGS WHO MAKE IT TO ROSE ISLAND, 50 EVENTUALLY REACH SHANGHAI. THE REST REMAIN ON THE BANK, LATER TO RETURN TO THE SHIP.



LT WESTON, UNABLE TO STAND AND IN GREAT PAIN, IS PROPPED UP IN THE WIRELESS ROOM.



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To be continued. © VINCE HEWITT 1998

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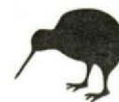
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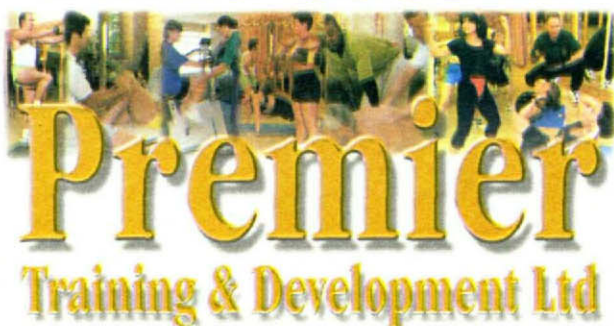
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**Navy News**  
**1999**



**ROYAL NAVY**

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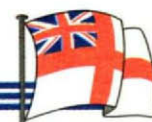
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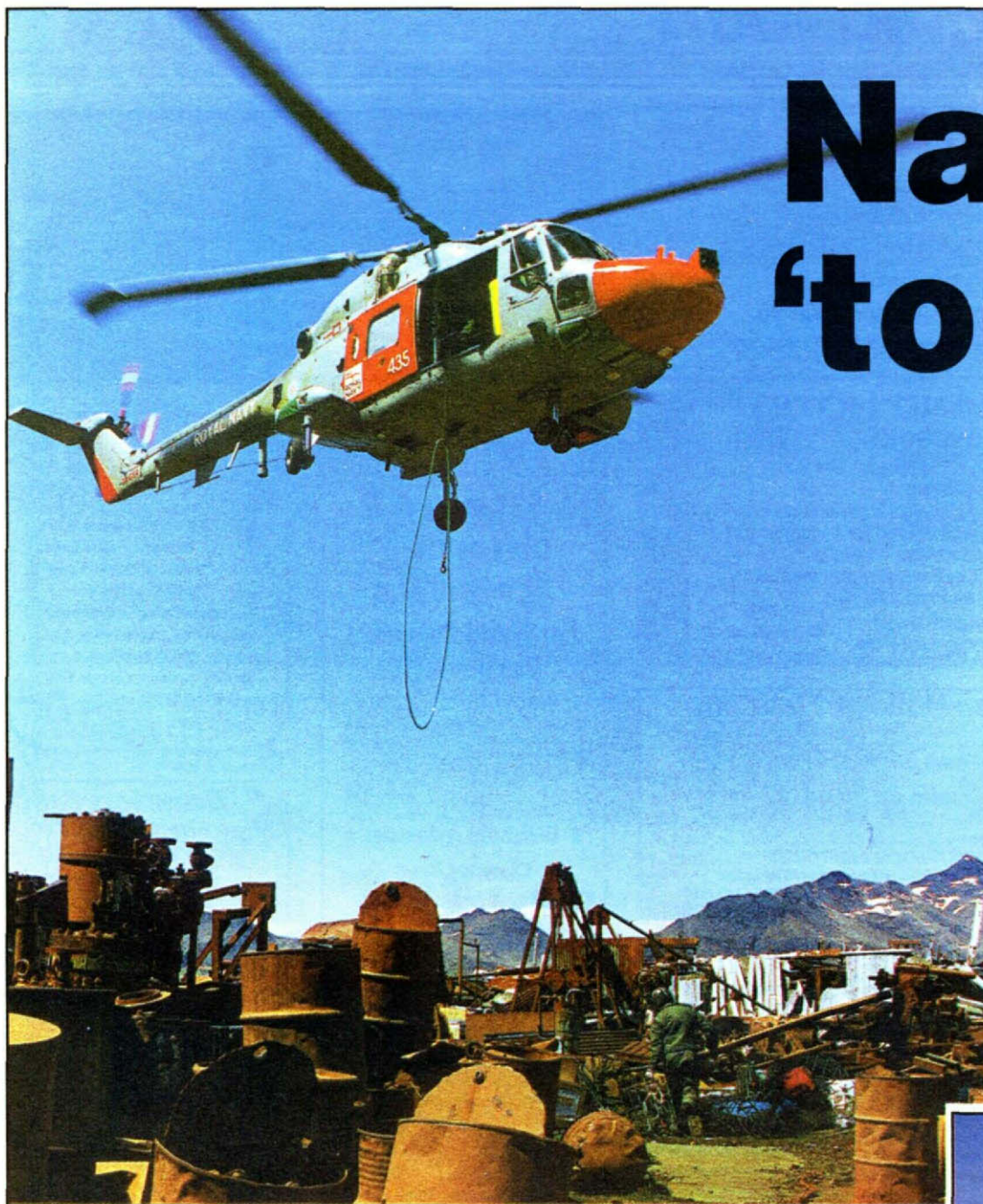
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Endurance visits lonely island as

# Navy checks 'tourist sites'

**A**N UNUSUAL tourist destination is making the work of Royal Navy patrol ship HMS Endurance even more relevant.

The stunning, desolate scenery of South Georgia now features on a number of cruise itineraries, so the busy programme of magnetic observations, vertical photography and hydrographic work carried out by the ship will help in the preparation of vital navigation charts.

Endurance ran south from Portsmouth via South America, and it was to the Argentine port of Mar Del Plata that the Red Plum went for a seven-day stand-off over the New Year, giving the ship's company a break after the first eight weeks of the deployment.

Eight of the sailors were detached to run a survey boat camp in atrocious weather conditions at Low Bay in the Falklands before Endurance made the long passage to South Georgia.

While there a number of old Norwegian whaling stations were visited – they are generally in a poor state of repair, and the ship assisted a team in assessing the health and safety implications of

allowing visitors on to the sites.

Endurance's Lynx helicopter was also used to transfer a second group renovating whaling station cemeteries, and to give scientists access to some of the most remote and exposed areas of the island to recover a number of self-contained weather stations established by the ship during the previous deployment.

The ship's diving team restored fresh water to the small garrison at King Edward's Point by repairing the supply dam sluice, and the ship landed a refrigerated container unit.

A small expedition to Grulbranden Lake near the Neumeyer Glacier allowed the Royal Marines detachment to teach members of the ship's company the rudiments of Arctic survival.

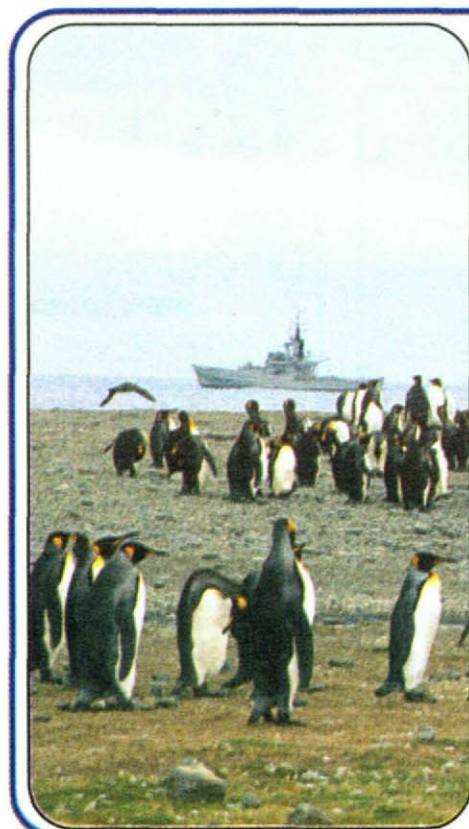
A more ambitious joint expedition by the Royals with members of the garrison to follow in the footsteps of Sir Edward Shackleton on his heroic journey across the island had to be abandoned when high winds and near white-out conditions intervened.

Christmas was spent at the buoy in Cumberland Bay, while the Christmas Day service took place in the most southerly church in the world, the Whaling Station Chapel. An RAF Hercules from the Falklands added to the occasion by providing a mail-drop on Christmas Eve.

The ship's New Year visit to the port and resort of Mar Del Plata, 300 miles south of the Argentine capital Buenos Aires, is her third visit to Argentina in just over three years, and she remains the only RN warship to have visited the country since the Falklands War.

● **Tourist spot (left)** – the Lynx helicopter from HMS Endurance flies in a team assessing the health and safety implications of tourists visiting the Husvik Whaling Station in South Georgia, last used in the 1960s.  
● **Swell scenery (below)** – Endurance in heavy seas off South Georgia.

Pictures: LA(PHOT) Mark Southwell.



● **I have control (above)** – Armed Forces Minister Doug Henderson takes the helm of the ship in the Falklands, watched by CO, Lt Cdr Nick Tindal.  
● **Local spectators (left)** – HMS Dumbarton Castle in St Andrew's Bay, South Georgia.

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## Navy News recalls HMS Sparrow, trapped in the Antarctic 50 years ago



● Ice breakers – to conserve fresh water, passing ice floes were secured and lumps chipped off to provide water.

**T**HE NIGHTMARE of being trapped in ice for the long Antarctic winter almost became a reality for a Royal Navy warship 50 years ago this month.

HMS Sparrow, the last of the modified Black Swan class of sloops, sailed from the Falklands in January 1949, carrying passengers and stores for Antarctic bases.

She arrived in Admiralty Bay in the South Shetland Islands on January 27, and was hit by foul weather.

Gales brought massive floes of pack ice from the Weddell Sea, and when she tried to leave her anchorage for the return to Port Stanley Cdr Waterhouse, her Commanding Officer, found she was icebound.

With the chances of getting free receding daily, and fuel and supplies running low, the Falkland Island Dependencies survey ship John Biscoe, specially equipped for Antarctic conditions, set out to rescue Sparrow, but was stopped by pack ice 35 miles from the sloop.

A second attempt succeeded on February 2, but it was still not enough to release the warship.

It was only when a northerly breeze sprang up that Sparrow was able to thread her way through to the open sea and safety.

The ship had been trapped for 14 days – but the ship's company was making plans to see them through the start of the eight-month winter, as one sailor recalled.

Geoffrey Middleton joined

# Sloop escaped from icy prison

Sparrow in 1948 – his first ship – at the age of 17 in Bermuda.

"The general feeling was that we were going to end up like Shackleton," said Mr Middleton.

"You could hear the metal creaking as the ice closed in, and we had to use the whaler oars to fend the ice off the propellers, because it could have broken them.

"We couldn't use oil, because we were short, so we had to look out for blue icebergs, which were nearly fresh water, and pulled them alongside and chipped bits off them to get water for cooking and drinking.

"It did look bleak for a while, especially as it was my first ship.

"But after the first shock of the thought that we might have to stop

there a while, being young quite a lot of us also thought it was great; what an experience."

Night watchkeepers had the task of monitoring temperatures to ensure no one in the ship's company froze to death – Mr Middleton recalls icicles caused by his breath freezing on the bulkhead above him. Heating had to stay off to conserve fuel.

By the time the 1,350-ton ship moved to freedom the sailors had almost completed huts which would have been their homes until the spring had they not got away.

Even the escape was not simple. The John Biscoe could slide over some ice, as she had a flat hull, but the warship required a clearer path.

The ship's second in command went up the mast and guided the helmsman through the ice, and with heavy weather on the four-day passage back to Port Stanley, Sparrow reached port "running on fumes".

Mr Middleton, whose petty officer son Ian has just joined HMS Ledbury, said the ship stood up to her ordeal well – and also praised

the efforts of Cdr Waterhouse.

"He served in the war, and was a real old salt. You could tell – he didn't bother putting out the stabilisers when he was eating his meals, like some of the four-ring captains."

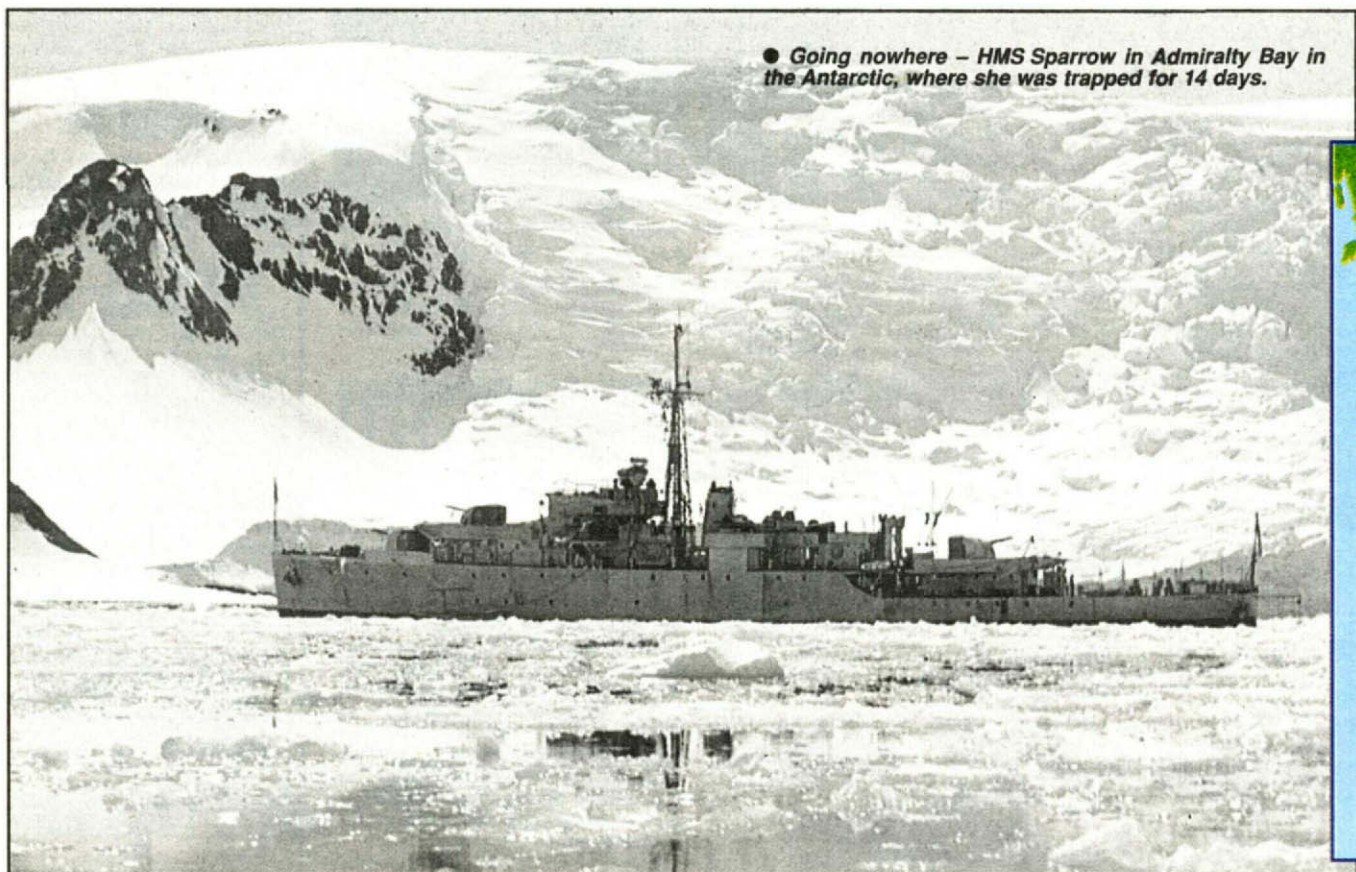
Mr Middleton served in Sparrow for a second time in the 1950s – bringing another brush with severe weather when the ship sailed out to sea to ride out a hurricane.

"We were out of Bermuda for three days, straight through the centre and out the other side," he said.

"We were running up waves like a car on a hill-climb, then you could hear the propellers whizzing in the air before we went down the other side."

While in the South Atlantic HMS Sparrow brought six rare Adelie penguins from the South Georgia area to Montevideo, from where they were flown to the UK and London Zoo. While on board they were looked after by the ship's surgeon and fed sardines.

"We had to empty the spud locker to keep them in," recalled Mr Middleton.



● Going nowhere – HMS Sparrow in Admiralty Bay in the Antarctic, where she was trapped for 14 days.



## VIPs visit Navy's remotest warship

**ONE OF** the Navy's remotest units has hosted a number of visitors since taking up station in the South Atlantic.

Falkland Island Patrol Vessel HMS Dumbarton Castle is the only RN warship permanently based in the region – she relieved her sister ship HMS Leeds Castle in January last year and is expected to be on station for three years.

Armed Forces Minister Doug Henderson was the most recent visitor, preceded by Rear Admiral Ian Forbes, Commander UK Task Group.

The ship's company of 54 are trickle-drafted to Dumbarton Castle, spending around six months at a time in the vessel.

And although at 1,920 tonnes fully loaded she is one of the Navy's smaller ships, she can carry up to 120 troops for short stints, or a platoon of 30 indefinitely.

Her large flight deck allows her to embark RAF Sea King helicopters,

or she can provide in-flight refuelling if the weather is too rough for a landing.

The ship's air surveillance radar and communications fit means she can supplement shore-based air defence systems, and RAF fighter controllers can operate from on board.

One of the highlights of the six-month draft is one of the regular visits to the alpine beauty of South Georgia, which the ship resupplies during the summer months.

On her last visit to the island she was able to anchor close to the beach and land sea boats – and the experience of making their way through 8,000 aggressive elephant seals to view the 100,000-strong king penguin colony will linger long in the sailors' memories.

Members of the ship's company took part in the annual Battle Day Parade in Port Stanley, commemorating the 1914 sea battle off the Falklands.



● Dazzling mountain – HMS Dumbarton Castle anchored at King Edward Point in South Georgia.





## Big ships battle for supremacy

THE BIG ships have battled it out on the sports field for the first time in nearly a decade.

The Maxi Ships Cup competitions, for ship's companies of over 500, featured rugby, soccer, hockey, squash and netball.

The first day saw HMS Illustrious's hockey team beat HMS Fearless 6-0, while the assault ship's rugby and soccer teams also came off second best against HMS Invincible, by 26-5 and 5-2 respectively.

The second day saw Illustrious's hockey team wrap up the title with an 8-1 win, while the carrier's rugby team beat Fearless 47-0 and their football side survived a last-minute penalty miss to beat Invincible 2-1.

Fearless withdrew from the final day as a mark of respect following the death of one of her ship's company.

The two carriers slugged it out in atrocious conditions on the rugby pitch, with Invincible taking the laurels 14-5.

The ship also won the squash competition 3-2, but Illustrious's Wrens won the netball by 43-2.

## Runners back on track after break

SEVERAL races over the festive season – and the prospect of major championships – served to keep Navy runners in a reasonable training regime, writes Lt Cdr Bob Chapman.

George Roper and Paul Levick (both HMS Heron) ran well to finish 3rd and 5th in the Yate 5km road race, while Mark Crossdale (RM Chivenor) ran away with the Torrington Christmas 7 and retained his Last Chance Exeter 10km road title.

Several Navy runners competed on Boxing Day; Paul Levick finished second in the Stoke Stampede 10km in Somerset, while Ginge Gough (Collingwood) was first veteran home in the Round the Lakes 10km. Gough was ninth overall, while Alvin Rich (Osprey) finished 17th.

On the same day, Tim Watson (RMB Portsmouth) was second in the John Dukes 5km.

Alvin Rich came 14th in the Broadstone Quarter Marathon, while several RN athletes took part in the Plympton 10km – Gary Gerard (Gloucester Careers) was second, Chris Cook (HQ&Sigs RM) third and Terry Pares (CTCRM) fourth.

Tim Watson finished second in the Hants League race at Overton, losing by just two seconds. RNAC had seven in the race, and now stand 3rd in Division 2.

Belinda Fear (Culdrose) became Cornish Ladies Champion with a fine run at St Austell, while Rich took fourth in the Milbourne ten-miler. George Roper came second in the Somerset Championship.

The Command Championships saw Tim

Watson take the Portsmouth title from Taff John; Ginge Gough took the veterans title. Vicky Caldicott-Barr (Temeraire) was top lady and James Buttle (Fearless) was best junior. Collingwood took the men's and junior team titles, and Nelson the ladies'.

At Raleigh, in equally foul conditions, the Air and Plymouth Command events were combined, with separate results.

Mark Adams (Raleigh) took the junior race, Belinda Fear took the ladies' title and Sean Childs (Heron) beat Al Rich to the men's title, Rich taking the veterans' event. The team title went to Heron.

Mark Gorman (Brave/Exeter Uni) won the Plymouth title, Culdrose the ladies Air team event (BRNC won the Plymouth) and Drake took the Plymouth men's title.

# Guzz lift rugby cup

DEVONPORT Naval Base has won the 1998 RN Rugby Union cup final by beating HMS Dryad 12-5 on their own pitch, writes Lt Cdr Grassy Meadows.

The final – the first for seven years without the presence of a Royal Marines XV – was decided by a catalogue of mistakes, unforced errors and the accurate boot of Devonport centre CPOMEA Kieth Strawford.

As expected, the Devonport side, led by veteran back-row man

POPT Ian Russel, came out strongly, settled early and dominated the opening skirmishes.

Dryad, appearing in back-to-back finals, rode the storm well, and soon had the measure of the the Devonport forwards, countering with some enterprising play.

Unfortunately, they could not reproduce the skills so prominent in the final last year, a factor which was to cost them the match.

Mistakes were clinically punished with a 100 per cent tally of points from four good penalties by Strawford and territorially through accurate tactical kicking and option selection in open play from Devonport fly half Dave Oakley.

In bad weather, this game was always going to struggle to be a spectacle for the hardy West Country and travelling fans.



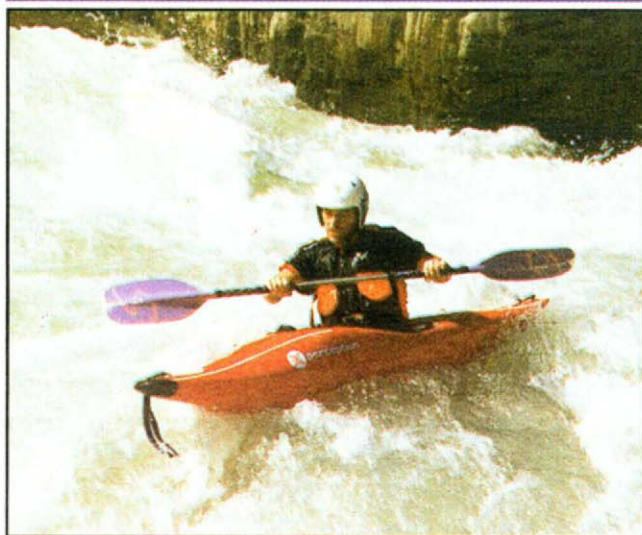
● Moving wide – the ball is spun out from the forwards during the rugby cup final.

Pic by LA(PHOT) Jack Russell.

A mistake led to the only try of the match when Dryad's S/Lt TT Tudor pounced on a loose ball and soccer-style controlled it almost

the length of the field to give the visitors some hope – hope that was quickly thwarted by the stronger-finishing Devonport XV.

## Testing times in Nepal



● Making a splash – Lt Cdr Nobby Clarke descending "one of the more interesting sections" of the Bhote Kosi river.

ROYAL Navy personnel had a lucky escape during one of two separate Adventurous Training expeditions in Nepal.

POPT Callum Bremner was part of the British Alpine Centre Bavaria Staff training expedition to Mount Pumori, a 23,145ft peak known as the daughter of Everest.

The team reached Camp 1 at 21,000ft, but had to retreat as warm temperatures led to poor snow conditions – chunks of ice the size of houses were crashing down along their intended route to the summit.

Their decision to retreat was justified when an avalanche completely wiped out Camp 1 the day after they abandoned it.

Meanwhile Lt Cdr Nobby Clarke and LOM Andy Tyerman were white-water kayaking; during their four-week trip they tackled some of the most famous white water rivers in the world.

## Jailers break Navy

THE NAVY'S football team returned to action after the Christmas break with a fixture against the HM Prison Service at HMS Drake, writes Lt Cdr Jim Danks.

Both sides began brightly on a heavy pitch, and the Navy took the lead after 15 minutes.

CPO Chris Long (HMS Seahawk) passed from midfield to Mne Steve Stacey (CTCRM) on the left wing, and his cross was headed across goal by Cpl Richie Hope (HMS Nelson) for CPO Will Flint (HMS Heron) to score from close range.

Two cracking goals from Prison Service full back Tom Cordice – one from 35 yards – edged them in front, but the Navy threatened again before equalising through PO Nigel Thwaites (HMS Heron) with a goal to match that by Cordice, scoring from 30 yards.

Good defensive play by coach

CPO Steve Johnson (SCU Leydene) and skipper POPT Steve Riley (HMS Nelson) kept the Prison Service at bay during the early exchanges of the second half, but the Navy could not break down their opponents and paid the price when they lost control.

Two goals in the last five minutes made the scoreline a flattering 4-2 to the Prison Service, which reaffirms the Drake jinx – after three representative matches, the senior side have yet to record a victory there.

Fixtures planned for February include:

**Feb 2:** RN Intermediate v London University, 1900, Burnaby Road

**Feb 3:** Combined Services FA v Ryman League XI, 1930 Aldershot Military Stadium

**Feb 16:** RN v Dorset, 1930, RNAS Yeovilton

**18 Feb:** RN v Civil Service, 1430, Burnaby Road

**21 Feb:** RN v Army, Youth Inter Services, 1100, Aldershot

**25 Feb:** RN v Guernsey, Commodore Cup, 1930, Guernsey

**28 Feb:** Combined Services FA Youth v FA Youth, 1400, Aldershot

■ Burton Albion FC were the hosts for the annual fixture between the FA Semi-Professional XI, drawn from the major non-league clubs, and the Combined Services team which contained five Navy men.

Consisting mainly of players from Kettering Town, Hednesford Town, Kidderminster Harriers and Nuneaton Boro, the FA XI proved a stiff test for the Servicemen as a warm-up to the Kentish Cup games against the Dutch and Belgian Armed Forces.

The Services played good football without fashioning too many clear-cut chances, and finished on the wrong end of a 3-0 scoreline.

## In Brief



### Cycle colours for MTB man

NAVY cross-country mountain biker Lt Martin Midmore (above) of HMS Ark Royal has been awarded his RN cycling colours after his performance in the 1998 inter-Services events.

Although riding as a veteran, his performance over the three rounds placed him as top Navy mountain biker of all categories.

His success for 1998 has also extended to civilian MTB competitions where he competed in the tough Southern Area Mountain-biking Series; his performance throughout the year put him 12th in class and earned national ranking status.

### Plum title

BRITANNIA Royal Naval College took the honours at the Plum Pudding Regatta – the RN and RM Amateur Rowing Association's premier event.

The annual three-mile race on the River Dart in Devon, so-called because the winning crews are awarded seasonal plum puddings, saw the BRNC men's novice A crew start fifth but finish first overall, while the men's senior crew was the fastest team, beating the RN squad and competition from Dartmouth Amateur Rowing Club.

Anyone interested in rowing should contact Lt Rob Carr at Abbey Wood ext 35565.



### Surf's up

A PLYMOUTH senior rating was due to fly out to Australia to captain a Great Britain crew competing in an international surfboat championship.

CPO Lee Thomas (above), who was serving with the Second Submarine Squadron in Devonport, was leading a nine-man team from Cornwall in what is known as the "longest, toughest ocean oar race in the world."

### Judo plea

THE Royal Navy and Royal Marines Judo Association offers training under qualified coaches and competition, both closed and in team and individual events around the country, to anyone who plays judo or would like to try it.

For further information contact the Secretary, RN and RM Judo Association, HMS Temeraire, Burnaby Rd, Portsmouth PO1 2HB, tel 01705 725851, Mil 9380 25851, mobile 0370 454337.

### RUGBY UNION

### ROYAL NAVY V THE ARMY

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**Twickenham**  
**Saturday 24th April 1999**  
**K.O. 1500**

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## HIGH HOPES FOR INTER SERVICES

AS *Navy News* went to press the RN Squad was set to make its strongest bid for the Inter Service Ski title in over 30 years.

The championship, in the first week in February, is being held in Valloire where the Navy has raced every year since 1995...

For a full report, don't miss the next issue.

# Marines win by a whisker

## Results

**Mens Champion:** (Prest Plate) Lt Jeff Choat (819 NAS)

**Women's Champion:** (Carole Wilson Salver) Surg Lt Kate Nurton, HMS Fearless.

**Inter-Command Champions:** (Hamilton Barr Cup) The Royal Marines.

**Expert (Men)** Sgt Jim Oakley (CDO Logs) and (Women) Surg Lt Kate Nurton (HMS Fearless)

**Advanced (Men)** Lt Mark Campbell (HMS Heron)

**Upper Intermediate (Men)** Justin Osmond and (Women) Lucy Rennie.

**Lower Intermediate (Men)** Ivan Williams and (Women) Rachael Morgan.

**Basic (Men)** John Twine and (Women) Tracy Santrian.

**Super Veteran** Larry Young (the runner up was Raytheon's Greg Cummins)

**Veteran (Men)** Jonathan Apps and (Women) Andrea Goodall.

**Junior (Women)** Fiona Goodall.

**Novice (Men)** Hugo Derrick and (Women) Jenny Ashdown.

**Beginner (Men)** William Bird and (Women) Nichola Barbour. Youth (Female) Charlotte Blain.

**Giant Slalom:** Major A Team (Tait Tankard) HMS Fearless. Minor A Team (Du Pon Trophy) 819 NAS. Major B Team HMS Fearless. Minor B Team RMR Bristol.

**Slalom:** Major A Team (Bareges Cup) HMS Heron, Minor A Team (Orcieres Merlette Trophy) 819 NAS. Major B Team HMS Neptune. Minor B Team RMR Bristol.

**Super Giant Slalom:** Major Team (Christchurch Cup) HMS Heron. Minor Team (President's Cup) 819 NAS. Individual winner (St Vincent Cup) Lt Jeff Choat of 819NAS. Runner Up, Cpl Steve Cotton, HQ Sigs RM. RNWSA Club Team, The Nomads (Lt Cdr Gary Jenkins, Lt Ivan Williams, Ex-QARNNS Mrs Rachael Morgan)

**Snowboarding:** (The Dan Air Cup) Snowboarding Instructor CPO Pete Bone. **Telemarking:** C/Sgt David Shephard (CTCRM).

**Overall results:** Major A Team (Trevor Jones Shield) HMS Heron, Minor A Team (Chairman's Bowl) 819 NAS. Major B Team HMS Neptune. Minor B Team RMR Bristol. Ship's Team (Battleaxe Cup for vessels with a ship's company of under 300) HMS Nottingham, Runner Up, HMS Beaver.

**Combined event winners:** (non expert Men) Capt Johnny Rowland RMR Bristol (Andrew Baird Salver) and (Women) Mrs Lucy Rennie (Women's Combined Event Salver)

**Command Results:** Parallel Slalom (Skiworld Bowl) Naval Air Command. Command Super Giant Slalom, The Royal Marines. Individual Super Giant Slalom (The Richard Madeley Trophy) Lt Jeff Choat, Runner Up, Cpl Steve Cotton.

**THE** Royal Marines have won the Navy's Alpine Ski Championships for the third year in row.

But the victory at the French resort of Valloire was only gained by the narrowest of margins with a single race point making all the difference, writes Dominic Blake.

In a revised racing programme which gave greater emphasis to competition between ships and establishments, the Inter Command title was settled in just two races, a Super Giant Slalom and a Parallel.

A ligament injury to leading RM skier Cpl Ross Barbour before the Super G could have proved disastrous for the Royals, but the inclusion of Bristol Reservist Capt Johnny Rowland gave them a decisive two-second lead over their arch rivals, Naval Air Command.

NAC struck back to win the Command Parallel Slalom, but with fewer race points being awarded for a victory in the shorter

## Royal Navy Alpine Ski Championships

race, it wasn't enough to keep the Royals from their Command title hat trick.

819 Naval Air Squadron, led by Navy team captain Lt Jeff Choat, dominated the Minor ship and establishment races winning the Slalom, Giant Slalom and the Super G.

But the Major team races for larger units produced a battle for supremacy between HMS Fearless and HMS Heron.

Fearless, captained by Cpl Paul Galasso with Navy squad members Lt Mark Vartan and Surg Lt Kate Nurton, struck the first blow by winning the Giant Slalom, a fantastic achievement for a ship's team.

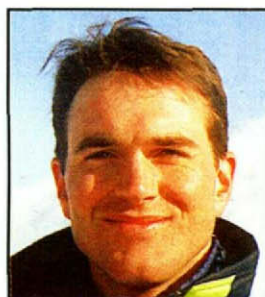
But Heron, under NAC representative Lt Cdr John Toon, were not to be denied and victories in the Slalom and Super G earned them the overall Major team title.



● **SLALOM:** Lt Cdr John Toon (above) leads HMS Heron to victory in the major ships and establishments slalom. His team went on to become overall winners in the Major team category.



● **SNOW BLADES:** RNWSA Skiing Instructor Phill Elston (left) used tiny skis known as snow blades to improve turning techniques, radically demonstrated (above) with Lt Mark Kelynack.



● **MENS CHAMPION:** Lt Jeff Choat.



● **WOMEN'S CHAMPION:** Surg Lt Kate Nurton.



● **FEARLESS:** Cpl Paul Galasso, captain of HMS Fearless A Team, launches through the gate at the start of the Super Giant Slalom.



● **819 Squadron:** Lt Paul Mercer (left) Navy team manager Lt Cdr Jock Alexander, RN captain Lt Jeff Choat and Lt Nick Chick, overall champions in the minor ship's and establishment races.

Congratulations to Jeff Choat  
of 819 Squadron,  
winner of the overall men's competition.

In the 48.52 seconds it took Jeff to complete the  
Slalom course, SEA RAM would have fired all its  
quiver and still have time on its hands.

Where time counts, speed, reaction and confidence are  
what matter.

Great skiing Jeff,  
but you can't beat a SEA RAM!

## Raytheon

Sponsor of the RN Alpine Skiing Championships





● HMS *Invincible* and her escort HMS *Newcastle* in a four-ship replenishment exercise involving the tanker RFA *Bayleaf* and supply ship RFA *Fort Austin*.



## GULF TASK GROUP

■ From front page

aircraft will help to enforce the southern no-fly zone over Iraq, and intercept ships suspected of breaking sanctions.

Armed Forces Minister Doug Henderson saw the group sail from Portsmouth, having visited the ship's company of *Invincible*.

He said the deployment would send a vital message to Saddam Hussein, and that the carrier would make a "major contribution to protecting the region."

*Invincible* was joined by FA2 Sea Harriers from 800 Naval Air Squadron, which flew from RN air station Yeovilton and joined the carrier down Channel.

The Sea Harriers are designed mainly for air-defence, but also have ground-attack and ship-attack capability.

The predominant feeling on board *Invincible* was "here we go again," according to her Commanding Officer, Capt James Burnell-Nugent.

"It's the third time in two and a half years we have been out there, so we are quite experienced in this, and we feel we can do a good job," he told *Navy News*.

Meanwhile the ship's company of *Newcastle* had some hard work to get through when they returned from Christmas leave to discover the change of plan.

"It was quite short notice for our change of programme, but it hasn't presented problems, because the ship had worked up and is ready to go," said her Commanding Officer, Cdr Steve Kenny.

"The ship's company is fairly upbeat, and certainly prepared for it. It is a case of a Royal Navy ship going out to do what it was designed to do in the first place."

"Normally we know we are going to deploy a year in advance. This time the ship's company had ten days, but we've done it, which is testimony to the tremendous amount of assistance we have received."

The task group anchored off Cyprus on its way through the Mediterranean, and a tri-Service operation swung into action to load five tonnes of food and almost 2 tonnes of spares and supplies, using the ship's Sea King helicopters.

A member of the ship's company of almost 1,200 was also flown ashore for treatment for a broken arm.

■ A Sea King helicopter from *Invincible* ferried a sick Norwegian seaman from his ship to hospital in France shortly after the group left UK.

## Frigates poised off Kosovo and Sierra Leone

# DUKES STAND BY AT HOT SPOTS

TWO of the Navy's Duke-class frigates were standing by to help out at trouble-spots in Europe and Africa as *Navy News* went to press.

Type 23 frigate HMS *Iron Duke* was sailing for the Adriatic as part of NATO's Standing Naval Force Mediterranean as the situation deteriorated in Kosovo.

*Iron Duke*, originally designed to counter submarines, is also capable of dealing with surface and air threats.

Meanwhile her sister-ship HMS *Norfolk* was off the coast of troubled Sierra Leone to demonstrate the UK's commitment to peace and stability in the region.

Armed Forces Minister Doug Henderson said: "The helicopter and crew of HMS *Norfolk* have already provided assistance to Sierra Leone, in the form of desperately-needed medicines for the hospital in Freetown."

He added the ship would continue to provide support for diplomat-

ic initiatives in the area, where rebel forces are fighting to overthrow President Kabbah.

HMS *Norfolk*, which detached from NATO's Standing Naval Force Atlantic, is equipped to help in humanitarian work or with an evacuation, but there are no plans for British Forces to become directly involved in the conflict.

RFA *Oakleaf* recently left Gibraltar to resupply the frigate; she is also bringing disinfectant and rice for the humanitarian effort.

■ Type 22 frigate HMS *Brave* was in the Mediterranean, where she will undertake exercises during her final programmed deployment before disposal.

## Cavalier in hands of Trust at last

A MAJOR milestone in the rescue of wartime destroyer HMS *Cavalier* has been achieved with the completion of the sale of the ship to the HMS *Cavalier* (Chatham) Trust.

She was bought from South Tyneside Council for £43,350 and is now being refurbished sufficiently to allow her to be towed to Chatham in the spring.

The sale has been made possible through an £830,000 National Heritage Lottery grant to the Cavalier Trust last year following a vigorous campaign by the HMS *Cavalier* Association to save the ship from export or the scrapyard.

When she arrives at Chatham she will be the centrepiece of a special display and memorial museum area at Chatham Historic Dockyard. With her will be the preserved O-class submarine HMS *Ocelot* and the restored Victorian sloop HMS *Gannet*.

*Cavalier* is Britain's last surviving destroyer to have seen active service in World War II and as such has been a focus for a wide range of Naval associations.

Chairman of the Cavalier Association, Sid Anning, said he was delighted that the ship was finally in the Trust's hands. He said

a Showcase Reunion for representatives of Naval associations at Chatham on May 7-9 would be very well attended. Associations wishing to take part should call him on 01752 768201.

## Royal Oak's seeping oil being lifted

A UNIQUE operation to gather oil seeping from the wreck of HMS *Royal Oak* in Scapa Flow was due to get under way as *Navy News* went to press.

A specially-constructed steel "umbrella" has been taken to Orkney, where it is due to be lowered over part of the hull of the battleship, sunk in October 1939.

The wreck still contains hundreds of tonnes of oil, which is gradually seeping

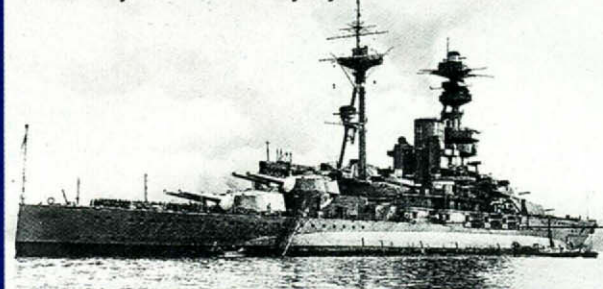
out as rivets corrode, and the scheme will help siphon the oil to safety, where it can be collected periodically.

Bad weather prevented the operation from starting on time earlier in January.

The *Royal Oak* is a war grave for the 833 men who died when she was torpedoed, and the scheme is designed to disturb the wreck as little as possible.

Every year Navy divers return to the ship to hoist a White Ensign during a service of remembrance.

● HMS *Royal Oak* in her heyday.



## Gulf illness 'milestone' study

THE GOVERNMENT has welcomed research results which show that the incidence of chronic fatigue and post traumatic stress among Gulf War veterans is significantly higher than in other troops.

The data from the study conducted independently by the Gulf War Illness Research Unit was published in *The Lancet*. The researchers found that veterans of the Gulf conflict were three times as likely to have such health problems as most other troops, and twice as likely as troops who served in Bosnia.

The report is seen as an important mile-

stone as it is the first large-scale study to look specifically at British Gulf veterans.

Armed Forces Minister Doug Henderson said Ministry of Defence officials would consider the results in detail and would approach the Medical Research Council and the independent panel for their advice on future action. He was encouraging the medical and scientific community to look carefully at the findings.

"In the light of this new information, MOD will continue its policy of vigorously addressing the health concerns of Gulf veterans," he said.

■ Results from the first of two MOD funded studies will begin to emerge this summer.

## 'Hundred in one day' boost for recruiters

RECRUITERS have been encouraged by the fact that more people joined the Navy on November 30 than on any one day over the past five years.

One hundred joined then, which is a sign that the Service is coming out of the woods on the issue of attracting new entrants.

Meanwhile, the first of the new short engagement sailors have joined their ships. They are trained for a limited number of tasks and are expected to provide a valuable source of manpower, helping to ease the front-line gap and stretch which is still being felt.

By the middle of this year 130 SES ratings are expected to be in uniform.

## Naval diver finds attack weapon

A HAMMER believed to be used in an attack on a rating from HMS *Sultan* has been found by a Navy diver called in by the police.

PO(D) Ted Mangion RNR, attached to Southern Diving Unit 2 based at Portsmouth, found the hammer in the River Alver at Rowner, Gosport, in the area where the alleged attack on PO James McKay took place.

PO McKay of HMS *Sultan* was treated for serious injuries at Southampton General and RH Haslar Hospitals, but shortly before *Navy News* went to press he was discharged and was recovering on sick leave.

A 24-year-old resident of Rowner, Mark Dickinson, was arrested six days after the alleged attack, which took place at 1630 on January 12. He was charged with attempted murder and remanded in custody.

## Beagle heads for Seychelles

SURVEY ship HMS *Beagle* has started a five-month deployment to the Indian Ocean and Gulf after completing an extended refit.

It is the 30-year-old ship's first overseas voyage for years as she has spent her time surveying UK coastal waters.

The deployment will take her to the Seychelles where she will support a study programme sponsored by the Royal Society and Royal Geographical Society.

After that, the ship will conduct the remainder of her surveys with the Omani Hydrographic Service before entering the Gulf to survey shipping lanes. During that part of her deployment she is due to make official visits to Gulf states.





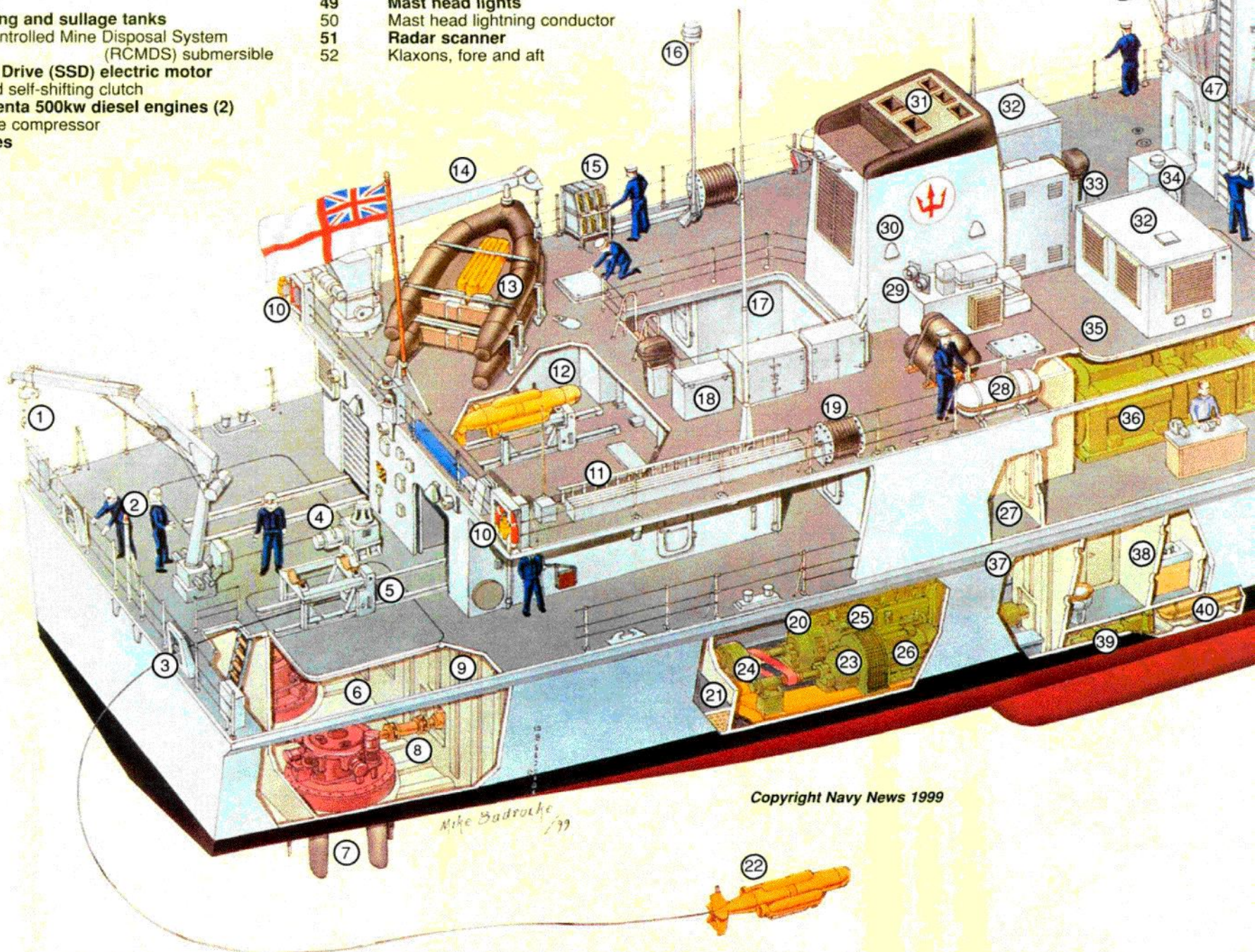
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# INSIDE THE MINEH

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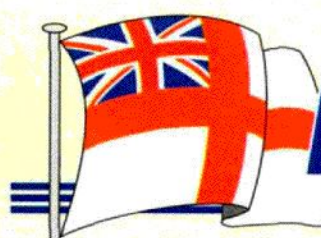
## Ships' badges of the Sandown class MCMVs





# HUNTER

## The Sandown-class mine countermeasures vessel



## Navy News

BUILT of glass reinforced plastic (GRP) by Vosper Thornycroft, the Sandown-class single role mine-hunters are generally acknowledged to be the best ships of their type in the world.

The first of the 484-tonne vessels, HMS Sandown, was launched in 1988, and the last of the 12 in the class, HMS Shoreham, is due to be launched in 2001.

The seven ships from HMS Penzance onwards are slightly modified, with bigger engines than their earlier sisters as well as a more powerful crane and, in the future, will be fitted with enhanced air-conditioning, and all will receive a bigger, better decompression chamber by 2005.

They are small vessels – just 52.5 metres long – but complement the Hunt-class mine countermeasures vessels as they are designed to operate in deep and exposed waters.

Their unusual propulsion system makes them extremely manoeuvrable. Instead of conventional propellers, Sandowns have two Voith Schneider

units – vertical blades on a carousel which, when used with the Schottel bow thrusters, allow the ships to spin on the spot.

It also means that, even in difficult conditions, the ship can be made to “hover” with great accuracy, using the sophisticated Ship Position Control System.

Although armed with a 30mm gun, the strength of the Sandowns lies in their defensive role, clearing danger from the paths of larger vessels.

Mines are tackled in three stages: a variable-depth sonar detects and identifies a target; NAUTIS M (the Naval Autonomous Tactical Information System) collates data from the sonar, navigation system and other sources; and the Remotely Controlled Mine Disposal System (RCMDS), an unmanned submersible, equipped with sonar, cameras and lights, can detonate the mine with an explosive charge, cut its cables, or handle it with a manipulator arm.

